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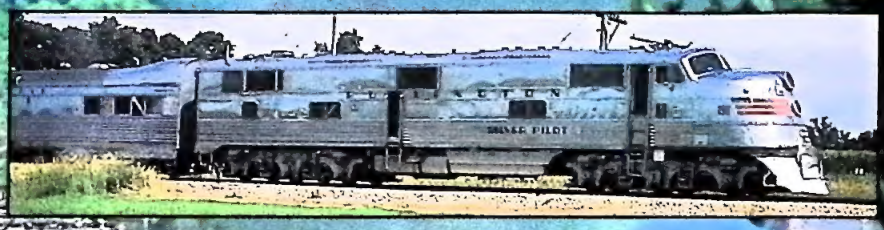

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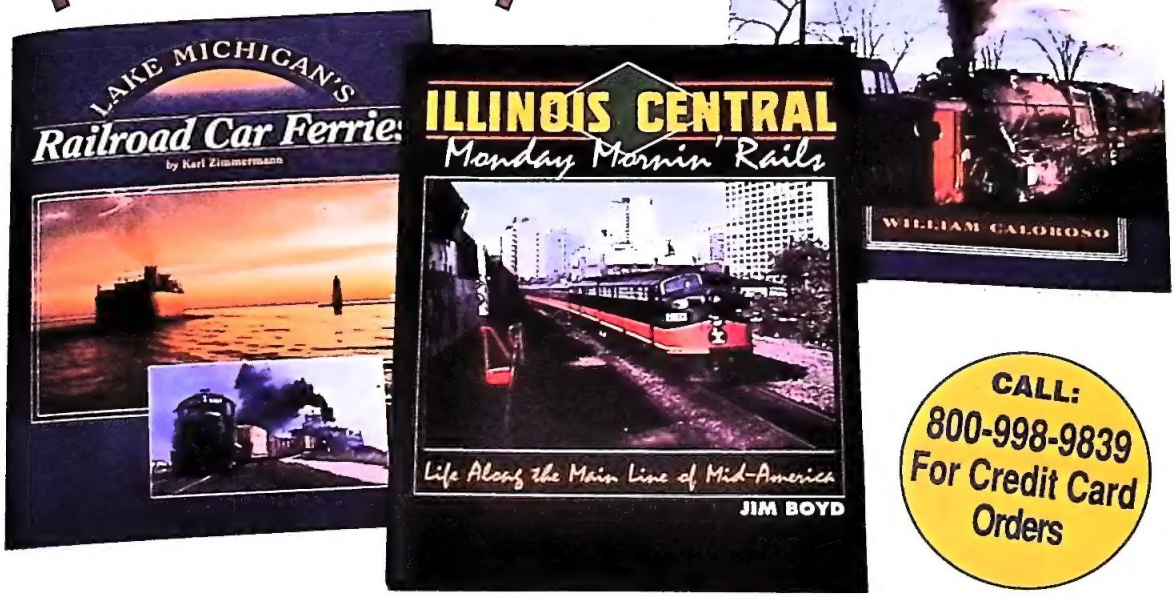

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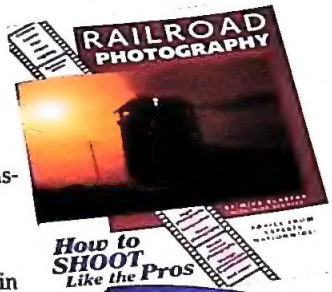
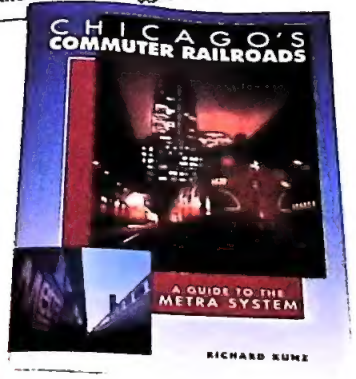
Bill Caloroso. Pennsy's fascinating line between Williamsport, Pa., and Sodus Point, N.Y., gets long-overdue coverage in this eagerly-awaited book, which features history, operations (including the PRR-NYC pool trains), and motive-power information. Many B&W and color photos of steam and diesel-era PRR. Softcover, 96 pages. 8½ x 11. **$29.95**





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EXTACHROME: ROBERT A. LeMAY

AMTRAK'S LATEST found themselves gathered simultaneously in Washington, D.C., on July 21. GE AMD-103 locomotive 811 was posed with the Swedish X2000 and German ICE demonstrator trainsets for an historic photo of the most modern passenger equipment on American rails. See page 46.

AN AMTRAK F69PHAC was coupled at each end of the German Inter City Express demonstrator trainset on August 12 to propel the "ICE Train" (which can't run on its own in non-electrified territory) on a VIP trip between Albany and Hudson, N.Y. See page 46.

TWO KODACHROMES: KURT REISWEBER

BN's SD60MACs have been proving their incredible pulling power for builder EMD on various North American railroads. On July 18, the "Big MACs" led a Williamson-to-Bluefield coal train for Norfolk Southern and were photographed passing NS units at Eckman, West Virginia, (**right**) and rattling the windows of North Fork, W.V. (**below**). Following runs on CP Rail System, CSX, Conrail, SP and KCS, the SD60MACs are scheduled to wrap up their big tour by early October with a series of trips on the Santa Fe.

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From the Publisher's desk: Researching railroads

Readers often ask for detailed information on railroads which have attracted their interest. Here are some hints on finding more information on the railroad you want to research. As a starter, check back issues of RAILFAN & RAILROAD, R&LHS and NRHS bulletins and other railroad journals. Don't forget the local county library and old newspapers.

The Official Guide of the Railways and Steam Navigation Lines of the United States, Puerto Rico, Canada, Mexico and Cuba is a must for the period you're researching. Back issues of *The Guide* list timetables, cities that had depots, military bases, major railroad officials, connections with other railroads, route maps and the equipment found on major passenger trains. *The Guide* is still published bi-monthly in both a freight and passenger edition (K-III Information Company, Inc., 424 West 33rd St., New York, NY 10001-2604; single copies are $45 including shipping). Back issues can most easily be found from book collectors at railroadiana meets (see R&R TIMETABLE for listings). We suggest getting copies at ten year intervals.

The Official Railway Equipment Register lists freight cars owned by railroads, railroad car leasing companies, industrial car owners and the military. You will find details on car numbers, classes of cars, lengths and heights and weights of cars. A similar publication dealt with passenger cars.

Moody's Investor's Service published two fascinating tomes. *Moody's Railroads* lists the railroads, areas served and a run-down of corporate history including mergers, abandonments and acquisitions. Maps of larger systems are shown. Traction buffs will want *Moody's Utilities* listing trolley and light rail lines in similar detail. In addition to rail swap meets, to locate these publications check out back issue book stores, especially those located in financial districts.

Simmons-Boardman's *Car Builders Cyclopedia* and *Locomotive Builders Cyclopedia* are worth having. In later years S-B combined these into one volume. Some of these have been reprinted, and used editions turn up in the used railroad book field. These books contain locomotive and car plans and advertisements by builders and component suppliers — the ads give a fascinating insight into the many patented devices like feedwater heaters, brake systems or freight car doors applied to railroad equipment.

RAILFAN & RAILROAD regularly lists available railroad books as do many of the ads. Videos of railroads are also valuable reference sources, especially vintage tapes. Seeing trains and interurbans as they were in action half a century ago can be mind-boggling. Don't turn up your nose at the cheaply printed typewritten booklets privately printed by some railfans. Often of very local interest, these limited editions contain useful data and illustrations unavailable elsewhere.

RAILFAN & RAILROAD

November 1993/vol.12 no.11

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Cover

Bright colors on both the trees and locomotives still characterize autumn in northern New England. On October 8, 1992, Clarendon & Pittsford GP38 203 (ex-MEC 255) was departing East Dorset, VT, with the Vermont Railway train headed for North Bennington and the Guilford/B&M connection at Hoosick Junction. Mike Confalone surveys the northern new England rail scene in his article beginning on page 66. Kodachrome by Mike Confalone.

In an image that will in time will be recognized as among the "rarest of the rare," the Santa Maria Valley's new Geep works the sugar mill at Betteravia, Cal., on July 17, 1993. On that day the SP delivered its last beets to the SMV, and the last cars were dumped three days later. The mill shut down its beet refining operations on August 7. Ted Benson reflects on the changing patterns in California's sugar beet rail operations in his article beginning on page 55. Kodachrome by Ted Benson.

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Fanmail

Going, going, gone...to Chicago!

While baseball will be making some changes in 1994, I don't think that morning games will be among them. Referring to the July '93 RAILFUN cartoon; in order to land a hit through the window of the westbound *California Zephyr/Desert Wind*, the Rockies would have to begin playing morning games. More likely, the ball would be headed to Chicago on the eastbound "CZ," which stops in Denver in the evening.

Even so, it's good to be able to laugh at ourselves. Curt Katz does a great job poking fun at the hobby, including some of its most sacred cows. And his treatment of the trivia obsession of both railfans and sports fans is no exception. Thanks for the laughs.

GARY A. SMITH
Baltimore, Md.

Eureka & Palisade info

Great quick story on Eureka & Palisade No.4 in the August issue — one of my favorite locomotives (after the 318!). But there was one glitch: the E&P did not "cease operating" when it sold the surplus No.4. A flood stopped the railroad in 1910, but it was reborn as the Eureka-Nevada, which poked along to 1938.

CORNELIUS HAUCK
Cincinnati, Ohio

What new trackage?

Your RAILNEWS item in the September 1993 issue concerning the repainting of Gateway Eastern GP38 2008 left us readers in suspense. What new operation based at East St. Louis? Is the new operating division of GWWR just the eastern half of the railroad or have they expanded their operation? Please clear this mystery up for us.

SCOTT W. GIVEN
Downers Grove, Ill.

The Gateway Western wouldn't tell us, but that story could have been better worded. What the GW official did say is that the unit would be assigned to a "potential new operation in the East St. Louis area." He didn't want any specifics published until negotiations were final. However, since GW's East St. Louis facility was very hard hit by the recent flood, that new operation may be more distant than before — M.D..

Update on Polish steam

Steam service on regularly scheduled passenger trains out of Wolsztyn, Poland, has been changed since Steve Brown's article in the April '93 issue. As of June 1993, when I was in Poland, the schedule was as follows: three daily round trips to Poznan (through Grodzisk), and one daily round trip to Leszno. Passenger service from Wolsztyn to Sulechow, Nowa Sol and Slawa is now handled by a streamlined trainset obtained from Sweden, operated by a private regional railway (freight service between Wolsztyn and these towns continues to be steam powered). Since there are 179 daily passenger train arrivals in Poznan, many more people are exposed to the steam locomotives than by the previous schedule. I met several Polish railfans in Poznan, some of them teenagers who work for PKP without pay as firemen's helpers on the steam locomotives.

Steam passenger service on the 750mm gauge line from Sroda to Zaniemysl continues unchanged, however this line has not carried any freight for over a year. Other narrow gauge lines in Poland use diesel railbusses for passenger service.

I also heard rumors that the Polish State Railway (PKP) intends to begin using steam on the route from Krakow to Zakopane in the Tatry Mountains, a route that sees heavy tourist traffic.

JEFF ADAMS
Raleigh, N.C.

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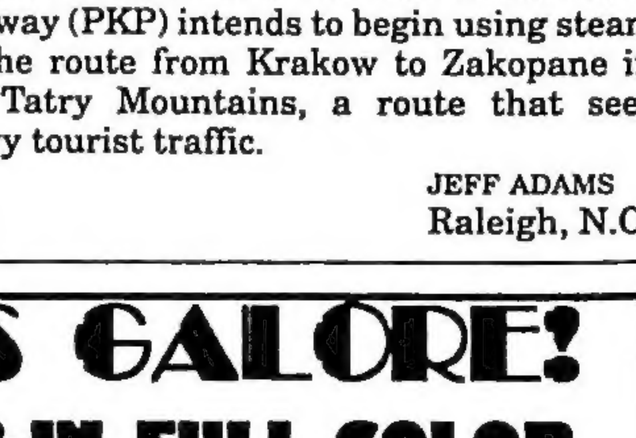

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RAILFAN EVENTS

NORFOLK SOUTHERN 1993 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Engine 611 is N&W Class J 4-8-4 and 4501 is Southern Railway 2-8-2.

October 2, 611 Bristol to Roanoke, Va., and return (WVC); **October 9**, 611 Roanoke to Walton, Va., and return, twice (RNRH); **October 10**, 611 Roanoke, Va., to Bluefield, W.V., and return (RNRH); **October 9-10**, 4501 Huntsville, Alabama, to Chattanooga, Tenn., and return (NARM); **October 16**, 611/diesel Richmond to Lynchburg, Va., and return (ODC); **October 17**, diesel/611 Richmond to Lynchburg and return (ODC); **October 23**, 611 Greensboro, N.C., to Roanoke, Va., and return (GNRH); **October 24**, 611 Greensboro to Asheville, N.S., and return (GNRH); **October 30**, 611 Charlotte, N.C., to Toccoa, Georgia, and return (PCCN); **October 31**, 611 Charlotte to Asheville, N.C., and return (PCCN).

November 6-7, 611 Atlanta to Toccoa, Ga., and return (ANRH); **November 13-14**, 611 Birmingham, Ala., to Chattanooga, Tenn., and return (HOD).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 1267, Duluth, GA 30136-1267; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (NARM) North Alabama Railroad Museum, P.O. Box 4163, Huntsville, AL 35815; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (WVC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

C&O 2-8-4 2765 (NKP 765 relettered and cosmetically altered) is scheduled to power the following steam excursions, on CSX trackage except as noted. Each trip listing indicates **Date**, route and (sponsoring organization). See coded sponsor listings at the end for addresses of the appropriate organizations and contact them for tickets, fares and specific details.

October 2, Lexington to Ravenna, Ky., (BRRC); **October 3**, Lexington to Corbin, Ky., (BRRC); **October 9-10**, Knoxville, Tenn., to Corbin, Ky., (OSC); **October 16-17 and 23-24**, Huntington to Hinton, W.Va., (CPH).

The sponsoring organizations are: (BRRC) Bluegrass Railroad Club, 352 Greenbriar Road, Lexington, KY 40503; (CPH) Collis P. Huntington Railroad Historical Society, 1429 Chestnut Street, Kenova, WV 25530; (OSC) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, KY 37907.

ALSIP (CHICAGO), ILLINOIS, October 7-10. B&O Railroad Historical Society Annual Convention at Holiday Inn. Tour B&O facilities and sites, banquet, slide and video shows, model and photo contests. Contact: B&ORRHS, P.O. Box 13578, Baltimore, MD 21203-3578; 410/592-7034.

ORBISONIA, PENNSYLVANIA, October 8-10. Friends of the East Broad Top 11th Annual Reunion and East Broad Top Fall Spectacular. Special trains with up to four steam locomotives operating plus M1 gas electric and diesels, photo and model contests and walking tours. Contact: Friends of the EBT c/o Ruth Keller, R.D.1, Box 966, Three Springs, PA 17264; 814/447-3011.

GREENBANK, DELAWARE, October 9, 16 and 23. Autumn Leaf Specials on Wilmington & Western. Two-hour fall foliage tour through Red Clay Creek Valley to Hockessin on steam trains departing Greenbank Station, north of Route 2 on Route 41, at 12:30 and 3pm. Reservations suggested. Contact: WWRR, P.O. Box 5787, Wilmington, DE 19808; 302/998-1930.

CHATTANOOGA, TENNESSEE, October 15-17 and 23-24. Tennessee Valley Railroad will operate round-trip steam excursions with Southern Railway 2-8-2 4501 and NS diesel to Oneida, Tenn., on October 15, 16 and 17 and to Huntsville, Ala., on October 23 and 24. Fares $79 for either trip. Food service available on board. When ordering tickets, indicate choice of adjustable window car (near front of train) or air conditioned car. Contact: TNVR, 4119 Cromwell Road, Chattanooga, TN 37421-2119; 615/894-8028 (VISA and MasterCard accepted).

PINE BLUFF, ARKANSAS, October 15-17. Cotton Belt 4-8-4 819 excursion to Tyler, Texas, (layover at Tyler October 16). Numerous intermediate stops available. Coach: one way $100, round trip $150. First class: one way $125, round trip $200. Segments between intermediate points $15 each in Arkansas, $10 each in Texas. Contact: Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff, AR 71613; 501/541-1819.

NEW RIVER TRAIN fall foliage steam excursions October 16-17 and 23-24 powered by C&O 2-8-4 2765 (NKP 765). Depart Huntington, W.Va., 8am, arrive Hinton 2:30pm, depart Hinton 5pm, return Huntington 10pm. Additional boarding at St. Albans and Montgomery. Food service available on train or bring your own picnic basket. One photo runby each trip, schedule permitting. Adults $75, children $55, deluxe (lounge car w/ meals & beverages) $115, premium (dome car) $135), private car (adults only) $249. Send payment to: C.P. Huntington Railroad Historical Society, New River Train '93, 1429 Chestnut Street, Kenova, WV 25530; or order by phone (VISA, MasterCard and Discover card accepted): 800/553-6108.

PRIVATE CARS TO THE AAPRCO CONVENTION will run New York to Sacramento and return October 16-31, 7000 miles in all, with stopovers in Chicago, Denver and Whitefish. Consist includes business car *Blue Ridge*, dome-lounge *Silver Solarium* and sleepers *Imperial Sands* and *Silver Rapids*. Fare of $4199 (per person, double occupancy) includes gourmet meals and beverages on board. One-way and partial fares available. Contact: Classic Rail Cars, 2612 Dewitt Avenue, Alexandria, VA 22301; 703/519-5230.

HOBOKEN, NEW JERSEY, October 16. "Pocono Express" fall foliage excursion powered by Erie-schemed E8s will run round trip via Port Jervis, N.Y., on NJT/Conrail trackage to Lackawaxen, Pa., and on Lackawaxen & Stourbridge to Honesdale, Pa. Adults $49, under 12 $25. Send SASE with payment to United Railroad Historical Society, W-11 Avon Drive, East Windsor, NJ 08520-5647.

Four *NEW* railroad books that promise you hours of enjoyment!

WABASH STANDARD PLANS AND REFERENCE. This 128-page 11x8½" perfectbound features historical overview, 105 black and white photos of steam and diesel power, 55 official Wabash plans of trestles, bridges, signboards and more, passenger train section, 1925 system map and official painting guide. $22.95 and $3.00 postage.

NARROW GAUGE IN THE ROCKIES by Lucius Beebe and Charles Clegg is being reprinted! This 224-page 8½ x 11" hardbound combines the D&RG, Mears' short lines, the South Park, F&CC, RGS and Uintah in fascinating reading and 290 illustrations from all the great photographers. Limited quantity. $32.95 and $3.00 postage.

COLORFUL EAST BROAD TOP by Mallory Hope Ferrell is the first all-color book on this three-foot line! Great pictures, 88 pages. Numbered deluxe laminated hardbound, $32.95 and $3.75 postage or $24.95 laminated softbound and $3.00 postage.

RAILROAD SIGNATURES ACROSS THE PACIFIC NORTHWEST is 360 pages, 36 in color, chronicaling the history of the major railroads in the Northwest—NP, GN, UP, Milw. and smaller lines. Book tells how the railroads created the region's character. $39.95; after Dec. 31, $50.00; add $3.75 postage.

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HEARTLAND REVIEW '92

This year we have expanded our coverage to include 2 full hours of video in order to bring you more of those interesting and newsworthy railroading events that took place in the Nation's Heartland in 1992. Included in the coverage is more than 1 hour of Kansas steam action, featuring Union Pacific's 4-6-6-4 Challenger locomotive #3985 and former Santa Fe 4-8-4 Northern locomotive #3751. 1992 was also the last year for operations on over 800 miles of Santa Fe branch lines in Kansas and CRV was there to capture some of those last-day activities. Segments included are: **Union Pacific Challenger #3985, Former Sante Fe 4-8-4 #3751, Some of the last trains to operate on Santa Fe branch lines in Kansas. Included are the Wichita Subdivison, H&S, Englewood, Medicine Lodge, Great Bend and Hutchinson Subs., Santa Fe grain shipper's passenger special at Hutchinson, Kansas, Information on restoration efforts of former Santa Fe 4-8-4 Steam locomotive #3768 at Wichita, Kansas.**

Cameo appearances by Kansas Southwestern RR at Maize, Kansas; Circus train at Wichita, Kansas; Amtrak at Strong City, Kansas; and more!
2 Hrs.-Color-Sound-Narration; Reg. 42.50....SALE 29.50

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HEARTLAND REVIEW '91

Take a look back at some of the interesting and noteworthy railroading events that took place in the nation's heartland in 1991. You'll see main and branch line action in this 87 min. video which highlights the only known commercial video of UP Desert Victory locomotive #3593 handling a military train through Kansas. 13 different railroads are featured incuding: 1st day of operations on newly formed Kansas Southwestern RR at Wichita; Rio Grande derailment at Cody, KS; Last caboose to travel Santa Fe's Englewood branch in KS; Santa Fe's Grain Shipper Special; Santa Fe's Director's Special; UP unit 1991; and more!
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This video is packed with trains and mainline action from a section of Santa Fe's Chicago-Los Angeles main across northwestern Oklahoma. Travel through some of the most scenic areas that this part of the coutnry has to offer. Witness the challenge as westbound trains work their way up a 13 mile long 1% grade known as Curtis Hill. See a large selection of trains and motive power that keep the rails polished each day including G.E. 800 series Dash-8-40CW's. Our coverage begins at the Kansas/Oklahoma border and takes you southwest through the towns and sindings along the way. West of Waynoka, OK we enter the Red Hills of Oklahoma and the area known as Curtis Hill, with action at Heman, Belva and Quinlan. At Curtis is the top of the grade, where trains start down the hill thru the North Canadian River Valley to the end of our coverage west of Woodward, OK.
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NEW YORK, NEW YORK, October 16. Excursion to Dover Plains via Hell Gate Bridge and Woodlawn using LIRR locomotives and equipment on Metro-North trackage. For details, send LSASE to: Long Island-Sunrise Trail Chapter NRHS, P.O. Box 507, Dept. T, Babylon, NY 11702.

HAGERSTOWN, MARYLAND, October 23. Autumn Leaf Special via Western Maryland to Gettysburg and Porters Sideling, Pennsylvania. Hagerstown-Gettysburg round trip $33, Gettysburg-Porters Sideling round trip $10. Contact: Hagerstown Roundhouse Museum, Box 2858, Hagerstown, MD 21741; 301/739-4665.

CHAMA, NEW MEXICO, October 23-24. Narrow gauge freight to Antonito, Colorado, on the Cumbres & Toltec Scenic with photo runbys and equipment in authentic markings. Fare of $350 (per person, double occupancy) includes two days on train, one night lodging, one breakfast and two lunches. Contact: RB Enterprises, 1132 E. Altavista Street, Tucson, AZ 85719; 602/882-8848.

CUMBERLAND, MARYLAND, October 23-31. Maryland Railfest featuring week-long festivities including B&O Museum vintage car exhibit, Cumberland Theater performance and walking and trolley tours of downtown area. Other special events include NRHS meeting at Western Maryland Station Center October 28, Western Maryland Scenic 2-8-0 powered Halloween train October 29, CSX excursion to Martinsburg/Harper's Ferry October 30 and CSX excursion to Grafton, W.Va., October 31. For information phone: 800/872-4650 or write: Allegany County Visitor's Bureau, 15 Canal Street, Cumberland, MD 21502.

ELY, NEVADA, October 29-31. Second Annual Nevada Northern Spectacular. **Friday:** Independent arrival at Ely. **Saturday:** Morning run with Baldwin 4-6-0 No.40 to Keystone via Robinson Canyon and Tunnel 1 with Pullman green passenger consist. Afternoon run (possibly with Alco 2-8-0 No.93) to Keystone and McGill Smelter with wooden NN freight consist, banquet and night photo session. **Sunday:** Morning run (possible doubleheader) with freight consist to Keystone and McGill Smelter, afternoon run with RS3 109 to McGill Smelter. Trips include photo runbys. Other locomotives and equipment on display. Admission $349, single room accommodations $39. Must order before October 8. Contact: Trains Unlimited Tours, P.O. Box 1997, Portola, CA 96122; 916/836-1745.

PERRIS, CALIFORNIA, October 30-31. Orange Empire Railway Museum Fall Rail Festival featuring rides on restored trolleys and behind steam, plus display of recently acquired Grizzly Flats Railroad collection. Antique automobiles, live music, food and more. Admission and one-day unlimited ride pass for adults $8, 6-11 $6, under 6 free. Contact: OERM, 2201 South A Street, Perris, CA 92572; 909/657-2605.

ALLAIRE, NEW JERSEY, November 27-28 and December 4-5, 11-12 and 18-19. Annual *Christmas Express* at Pine Creek Railroad in Allaire State Park, GSP Exit 98, I-195 Exit 31, featuring steam-powered trains with Santa on board, noon-3pm. Fare $2. Contact: Gary Crawford, New Jersey Museum of Transportation, P.O. Box 622, Allaire, NJ 07727-0622; 908/938-5524 days, 908/922-3983 evenings.

WHIPPANY, NEW JERSEY, November 28 and December 5, 11-12 and 18-19. *Santa Claus Special* at Whippany Railway Museum, Route 10 West & Whippany Road, departing hourly noon-4pm. Adults $6, under 12 $3, lap babies free. Contact: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 201/887-8177.

INTERNATIONAL TOURS

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122; (916/836-1745) is sponsoring the following tours:

Farewell to Chinese Steam, November 15-December 8. Detailed study of steam operations with main line trackside action, workshop and yard visits and private steam charter.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Philippines, December 18-January 3, sugar steam, Shay charter.

ALL OVER DOWN UNDER tour of Australia and New Zealand, January 15-February 21, 1994. Three dozen trains in 3 dozen days, 4 gauges (mostly narrow) including steam, electrics, trolleys, suburbans, doodlebugs, mixeds, rail ferries, cab rides, chasing and more. $3994 including all air, rail, land and sea travel, hotels, sleepers, some meals. Contact: T-Rail Tours, 803 Kanuga Drive, West Palm Beach, FL 33401; 407/TEL-TRAK.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652.

October 2-3, Atlanta, Georgia, Georgia International Convention Center, 1902 Sullivan Road. **October 2-3**, Oakland, California, Oakland Coliseum, Nimitz Freeway & Hegenberger Road. **October 9-10**, Des Moines, Iowa, Veterans Memorial Auditorium, 833 Fifth Avenue. **October 16-17**, Columbus, Ohio, Franklin County Veterans Memorial, 300 West Broad Street. **October 23-24**, Fort Wayne, Indiana, Allen County War Memorial, 4000 Parnell Avenue. **October 23-24**, Portland, Oregon, Multnomah County Expo Center, 2060 North Marine Drive. **October 30-31**, Arlington, Texas, Arlington Convention Center, 1200 Stadium Drive East.

November 6-7, Indianapolis, Indiana, Indiana Convention Center, 100 South Capitol Avenue. **November 6-7**, Los Angeles, California, L.A. County Fair & Expo, White & McKinley. **November 13-14**, Denver, Colorado, National Western Stock Show, 4655 Humbolt Street. **November 13-14**, Phoenix, Arizona, Arizona State Fairgrounds, 1826 West McDowell Road. **November 20-21**, San Diego, California, San Diego Concourse, 202 C Street. **November 27-28**, Detroit, Michigan, Michigan Expo & Fairgrounds, 1120 West State Fair. **November 27-28**, Collinsville, Illinois, Gateway Center, One Gateway Center.

December 4-5, Louisville, Kentucky, Commonwealth Convention Center, 221 Fourth Avenue. **December 11-12**, Kansas City, Missouri, Bartle Hall, 13th & Broadway. **December 11-12**, San Jose, California, Santa Clara County Fairgrounds, 344 Tully Road. **December 18-19**, Cincinnati, Ohio, Cincinnati Convention Center, 6th & Elm. **December 18-19**, Seattle, Washington, Western Washington Fairgrounds, 9th & Meridian.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission 1992 Shows: $5 adult, under 12 free with adult. Admission 1993 Shows: $5 adults, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Hempstead, New York, October 2-3, Hofstra University

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UNION PACIFIC *Official* Color Photography, *Book I* will be available November 1, 1993. For the first time, together in a hardcover book, straight from the UP Museum archives comes the road's very best 1940's-'50's steam/early diesel color photography reproduced to 1990's standards. UP photographers were sent to far corners of the system to capture everything from 4-6-0's to 4-8-8-4's, F3's to Gas Turbines. And . . .

UP Color Guide to Freight and Passenger Equipment, also available 11/1/93. In this 128-page hardcover book, the UP's 250 best, official 4x5" color transparencies of new or rebuilt passenger and freight equipment is vividly reproduced. Expert description will make this book invaluable to the UP fan and modeler alike.

Order these books today at the special pre-publication price of: @$40 apiece + $3.50 postage, $5 foreign. Give street address for UPS delivery. NJ res. add $2.40 tax. After 11/1/93, price is @ $49.95 apiece. *Order both books before 11/1/93 at the special price of $79.95 (total) postpaid. Morning Sun Books, Inc., 11 Sussex Court, Edison, N.J. 08820*

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Pentrex is proud to present, in an exclusive arrangement with the Union Pacific Historical Society, *Last of the Giants: Volume II – The Cheyenne Shops*, featuring much of this original, unseen film footage. The Big Boys were based in Cheyenne during their last years of operation, powering freights over Sherman Hill to Laramie, Wyoming. Cheyenne itself was the western steam center in the 1950's, and our new presentation takes you throughout Cheyenne's bustling yards, showing the many steam locomotives that were in service at the time.

We tour the coal chute and locomotive servicing areas, take a spin on the turntable that served the 48-stall roundhouse, and visit the backshop where the "Challengers" and Big Boys were rebuilt. Included are current interviews with many UP employees who once worked on these famous locomotives, and Steve Lee, today's Manager of Steam Operations for the UP, details the operational layout of the Cheyenne yards as they were in the late 1950's.

Many of these scenes have never been viewed by the public. Pentrex has professionally restored the original films, using the latest in computerized enhancement technology. You'll be thrilled with the results as you sit back and enjoy the all-color *Last of the Giants: Volume II - The Cheyenne Shops*.

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Physical Fitness Center. **Alexandria, Virginia,** October 30-31, Mt. Vernon High School (1-5pm on Sunday).

Edison, New Jersey, November 6-7, Raritan Center Expo Hall. **Cherry Hill, New Jersey,** November 13-14, Garden State Park. **Monroeville, Pennsylvania,** November 20-21, Pittsburgh Expo Mart. **Atlanta, Georgia,** November 27-28, Atlanta Expo Center. **Wilmington, Massachusetts,** November 27-28, Shriner's Auditorium.

Timonium, Maryland, December 4-5, Timonium Fairgrounds. **Philadelphia, Pennsylvania,** December 11-12, Philadephia Civic Center, $6. **New Haven, Connecticut,** December 18-19, New Haven Coliseum.

WALLINGFORD, CONNECTICUT, October 3 and 31 and December 19. New York, New Haven & Hartford Train Meet at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5, Exit 13 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

LEESPORT, PENNSYLVANIA, October 3. Reading Company Technical & Historical Society 14th Annual Train Meet at Leesport Farmers Market, Route 61, 9am-3pm. Other attractions include outdoor flea market, chicken barbecue, BM&R train rides and more. Show admission $2 adults, $1 ages 5-16, tables $10. Contact: Train Meet, RCT&HS, P.O. Box 15143, Reading, PA 19612-5143.

IDAHO FALLS, IDAHO, October 8-9. Eagle Rock Railroad Historical Society Fall Swap Meet at Country Club Mall, 1515 Northgate Mile, 7-9pm Friday, 9am-5pm Saturday. Admission $2.50, family maximum $5. Contact: Tom Griggs, P.O. Box 2685, Idaho Falls, ID 83403-2685; 208/525-8777.

STROUDSBURG, PENNSYLVANIA, October 9. Pocono Mountains Chapter NRHS Fall Pocono Train Show at Stroudsburg High School, 1100 W. Main Street, Exit 48 off I-80, 9am-2pm. Adults $3, family maximum $5, under 12 free. Contact: John Lutz, 39 Kinney Avenue, Mt. Pocono, PA 18344; 717/839-7465.

BOURNE, MASSACHUSETTS, October 9. Cape Cod Chapter NRHS 8th Annual Railroad Show at Upper Cape Cod Regional Vocational Technical School, U.S. Route 6, 10am-4pm. Railroadiana, operating layouts, live music and food. Adults $2, seniors and ages 10-15 $1, under 10 free with adult, family maximum $5. Contact: Howard Goodwin, 18 Willard Street, Wareham, MA 02571; 508/295-5857.

ROANOKE, VIRGINIA, October 9-10. Western Virginia Railfair adjacent to Virginia Museum of Transportation, 303 Norfolk Avenue, 9am-4pm. Over 200 tables of railroadiana. Adults $4, 3-12 $1, under 3 free. Includes admission to museum. Contact: Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 703/342-5670.

SCOTTSDALE, ARIZONA, October 9-10. Railfair '93 at McCormick Railroad Park, 7301 East Indian Bend Road, 10am-5pm. Free admission. Contact: Rose Williams, McCormick Railroad Park, 7301 East Indian Bend Road, Scottsdale, AZ 85250; 602/994-2312 or Ron Ford, 8601 North 103rd Avenue #74, Peoria, AZ 85345-7481; 602/972-4331.

WHEATON, ILLINOIS, October 10, November 14 and December 12. Great Midwest Train Show at DuPage County Fairgrounds, County Farm Road & Manchester, 10am-4pm. Adults $4, under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148, 708/834-0653.

HANOVER, PENNSYLVANIA, October 15-31. Railroad art and photography show at 32 Carlisle Street, 10am-5pm Monday-Saturday, noon-5pm Sunday. Original railroad paintings and photos for sale, railroadiana displays, free admission. Contact: Hanover Area Arts Guild, P.O. Box 210, Hanover, PA 17331; 717/637-6506.

PHOENIX, ARIZONA, October 16. Sahuaro Central "Everything Railroad" Swap Meet at BCI Bingo Hall, 1210 East Indian School Road, 9am-1pm. Admission $2.50, children free with adult, tables $12 in advance, 15 at the door. Contact: Harold Shelton, 2337 West Stella Lane, Phoenix, AZ 85015; 602/242-0751.

DEARBORN, MICHIGAN, October 24. Trainorama '93 at Dearborn Civic Center, 15801 Michigan Avenue at Greenfield, 10am-4pm. Buy, sell and swap railroadiana. Railfan films and operating layouts. Admission $3, under 12 free with adult. Contact: Steve Johnson, P.O. Box 40225, Redford, MI 48240; 313/565-1027.

SPOKANE, WASHINGTON, October 24. Inland Empire Railway Historical Society Swap Meet & Show at Spokane Youth Sports Bingo Hall, E. 2230 Sprague, 10am-4pm. Admission $2, under 12 free with adult. Contact: Jerry Fey, 2804 E. 25th, Spokane, WA 99223; 509/535-7186.

TRAINMASTER OF CLEVELAND, 9695 Chillicothe Road, Kirtland, OH 44094 (216/256-8141), will hold train shows on the following dates at locations listed, 10am-4pm. Admission $2.50, family maximum $5, seniors $2.

October 24, Westlake, Ohio, Holiday Inn Westlake, 1100 Crocker Road.

November 6, Parma, Ohio, Parma High School, 6285 W. 54th Street. **November 14,** Euclid, Ohio, Euclid High School, 651 E. 222nd Street. **November 28,** Eastlake, Ohio, Eastlake High School, 34041 Stevens Boulevard. **December 5,** Solon, Ohio, Solon High School, 33600 Inwood Drive. **December 12,** Euclid, Ohio, Euclid High School, 651 E. 222nd Street.

STRASBURG, PENNSYLVANIA, October 31. Lancas-

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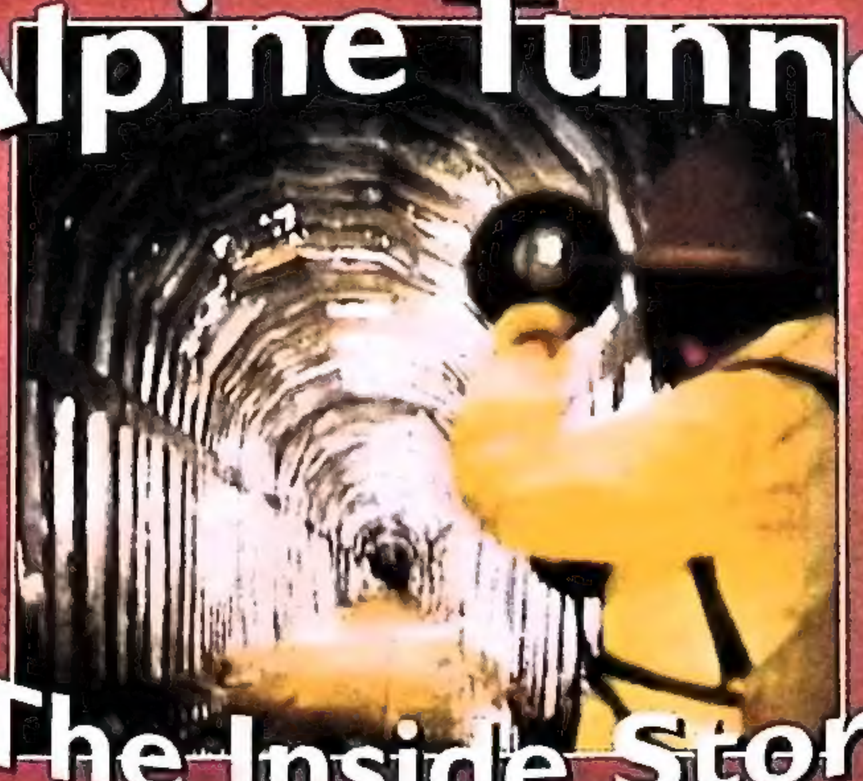

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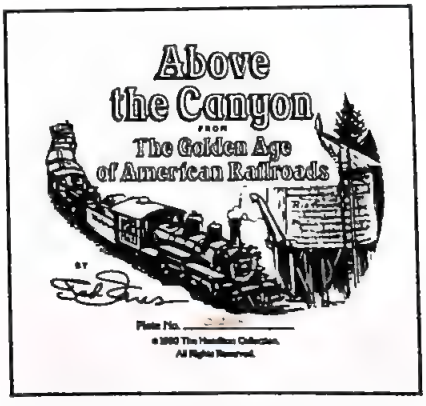

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ter/Strasburg Train & Toy Show at Historic Strasburg Inn, Route 896, 9am-2pm. Admission $3, under 12 free with adult. Contact: Art Jankowski, 113 Bentley Lane, Lancaster, PA 17603; 717/872-6534.

BATAVIA, NEW YORK, October 31. Train Meet at Sheraton Batavia, 8250 Park Road, 9:30am 3pm. Adults $3, under 18 $1. Food available, door prizes, railroad videos. Contact: Max Stell, 8030 Lewiston Road, Batavia, NY 14020, 716/343 9472.

ELMONT, NEW YORK, October 31 and December 5. Model Train & Toy Show at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-4pm. Adults $5, under 12 free with adult. Contact: Frank Deono, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127.

FRANKLIN SQUARE, NEW YORK, November 7 and December 26. RR Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 516/775-4801.

MT. CLEMENS, MICHIGAN, November 7. Gratiot Valley Railroad Club Fall 1993 Swap & Shop at Clintondale High School, 15 Mile at Little Mack, 10am-3pm. Adults $2.50, 12 and under free. Contact: Greg Rich, P.O. Box 214, Mt. Clemens, MI 48043-0214; 313/468-4877.

ASHEVILLE, NORTH CAROLINA, November 13. 4th Western Carolina Train Show at National Guard Armory. Exit 47 off I-40, 9am-4pm. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

HILLSBORO, OREGON, November 13. Railroadiana Swap Meet at Washington County FairPlex, 10am-4pm. Admission $2, ages 6-12 50c, under 6 free. Contact: Jerry Green, 1020 S.W. 193rd Ct., Aloha, OR 97006; 503/645-5444.

PARSIPPANY, NEW JERSEY, November 14. Fall '93 Railroad Extravaganza & Artifact Exchange at Parsippany PAL Hall, 33 Baldwin Road, south of State Route 46, one mile east of I-287, 9:30am-3pm. Displays by Conrail and Amtrak, famous railroad authors, railroadiana vendors, operating layouts and more. Adults $5, family maximum $5. Contact: Tri-State RHS, P.O. Box 1217, Morristown, NJ 07962-1217; 201/488-5429.

GREENSBORO, NORTH CAROLINA, November 20-21. 4th Triad Train & Hobby Show at Greensboro Coliseum Complex, 1921 W. Lee Street, 9am-4pm Saturday, 10am-4pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

PEORIA, ILLINOIS, November 21. Illinois Valley and River City Railroad clubs present Peoria Train Fair at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, under 13 free, tables $7 in advance. Contact: Bob Lehman, 21 W. Rutledge, Bartonville, IL 61607; 309/697-3012.

FOXBORO, MASSACHUSETTS, November 21. Rail-A-Rama at Demetri's Convention Center, 10am-4pm. Admission $3, 5-12 $1, under 5 free. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

FORT WAYNE, INDIANA, November 28. Train & Collectible Show at The Lantern, 4420 Ardmore, 11am-4pm. Over 150 tables. Admission $2, under 12 free, tables $12 in advance. Contact: Sally Valiton, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

POTTSTOWN, PENNSYLVANIA, November 28. Norco Train Meet at Norco Fire Co., Routes 100 & 74, 9am-2pm. Admission $3, under 12 free with adult. Contact: Mary Preudhomme, R D 7, Box 792, Boyertown, PA 19512, 215/367-7857.

NORTH HAVEN, CONNECTICUT, November 28. New York, New Haven & Hartford Train Meet at Holiday Inn North Haven, 201 Washington Avenue, Exit 12 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532, 203/469-9048.

We'd like you to meet...

Mike Confalone

The author of the article about northern New England short lines in this issue perhaps got his appreciation of that area from being raised elsewhere. We'll let him tell his own story:

"I was born and raised in Smithtown, N.Y., on Long Island, and many of my teenage years were spent trackside on the Long Island Rail Road. My earliest exposure to trains included Long Island's GP38s, MP15s and, of course, the FA power cars — their 244s still intact. But the greatest time

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ever spent on the LIRR was during the summer of 1982 when my friend Joe Posik and I had the good fortune of befriending one of the railroad's Ronkonkama branch freight crews. On many occasions we were able to ride the daily freights from eastern Long Island all the wy to Holban Yard in Queens. That summer, the exclusive power for these jobs was the eight remaining Alco C420s (222-229). Often the job drew two of the rare high hood units, and Joe and I would usually ride alone in the trailing unit for most of the trip. One can imagine the thrill of sitting high in the cab of a big Alco, black smoke pouring out of the stack while racing toward New York City on a hot summer day. It was quite an experience. Last I heard, the 222-229 were headed for South America — I just hope they are in one piece.

"In 1985 I attended college at the University of Scranton, Pa.; the home of Steamtown. Some of the nicest memories I have from Scranton were the Fridays I used to spend down at D&H's Taylor Yard. If possible, I'd arrange my schedule so Fridays were free from classes, allowing me an entire day of railfanning. The power for the local and yard jobs at Taylor was usually one of the 5000-series RS36s. The friendly crew often got tired of watching me running from one end of the yard to the other, so an occasional cab ride in one of those units was not out of the question. Today, I have a couple of photo albums full of prints — and a lot of great memories. Those were the best of times.

"Upon graduating from Scranton in 1989, my wife Susan — a graduate of Gettysburg College in Gettysburg, Pa. — and I relocated to Manchester, N.H., and we currently reside in Goffstown, N.H. I am employed by Ford Motor Credit Corporation in Bedford, N.H., while Susan works at New England Trane in Wakefield, Mass. It was at this time that I began shooting slides. Realizing that I couldn't go back and replace those photo albums of prints with transparencies, I've concentrated on documenting on film as much of today's northern New England rail scene as possible. My film of choice has been Kodachrome 64. Although I've tried a few others, including Fujichrome, I find that Kodachrome provides extremely true color rendition. By the same token, it can be difficult to use at times since it is most unforgiving when it comes to exposure. You've really got to work to reach a friendly accommodation with it.

"I consider the camera equipment I use to be quite primitive by today's standards. A manual Pentax K-1000 and standard 50mm lens are my mainstay, though I also utilize a Vivitar 70-210 zoom from time to time, and also a prime 35mm lens. The K-1000 body is brand new, having replaced my old K-1000 after ten years of service with more hits to the ground than I'd like to recall. The zoom is big and bulky and has also taken its share of abuse, but it has returned to me some of my favorite images.

"I must admit, my work has been influenced by a great number of rail photographers past and present. But my greatest inspiration by far has been the work of Ben Bachman. His features on the River Line, which appeared in *Trains* Magazine a decade ago, have left a lasting impression on me. I still refer back to them from time to time."

Mike Confalone's photographic efforts have appeared regularly in *Railpace* Newsmagazine, and he has recently begun contributing to R&R. This is his first R&R feature byline.

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ALAN MILLER

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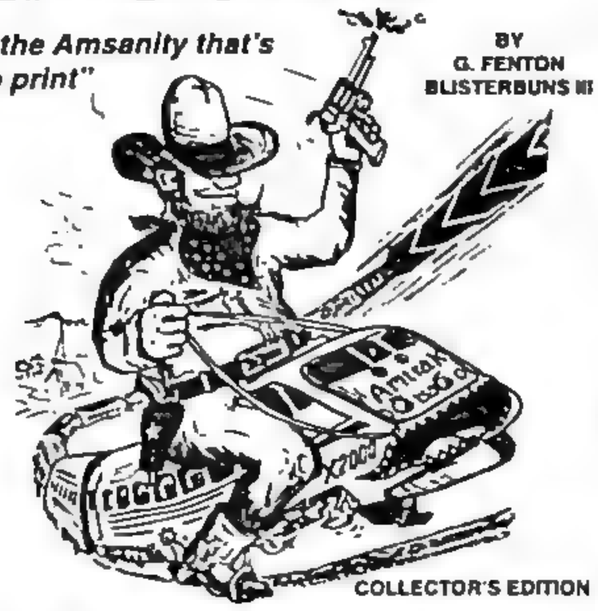

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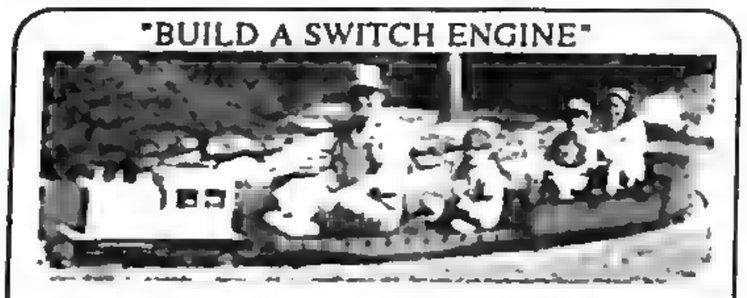

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On the Menu

BY JAMES D. PORTERFIELD

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When was the last time you felt compelled, during or after a trip, to write management and compliment the dining experience you encountered? Not when the meals are intended as ends themselves (such what one encounters on, say, a cruise ship), but I'm talking about excellence in the everyday routine of taking a meal. Consider this.

Whether out of custom, necessity or gratitude, passengers on America's trains of the mythical "Golden Age of Railroading" frequently exercised the urge to praise dining car service in writing. The railroads responded happily by circulating these letters for all to see. Employees read them in their company magazine. Ticket agents posted copies in their stations. Most lavish was when a railroad compiled the letters into booklets and distributed them to public and corporate travel agents and frequent or potential passengers.

One such booklet is *Dining Car Service: A Book that has for Authors a Number of Travelers by the Great Northern Railway*. Published in 1916, it described that railroad's dining cars as distinctive for their custom designs. It describes its menus as distinctive, made up of "meals that include an unusually wide variety of 'good things to eat'" from America's "remarkable Zone-of-Plenty States." It describes the dining cars conductors as distinctive for the pride they take in their cars. The atmosphere, one is reminded in case the point was missed, is one of "distinctively distinctive hospitality." Then, 16 passengers, often writing from onboard the train at one of the writing tables in the observation car, are allowed to speak for themselves.

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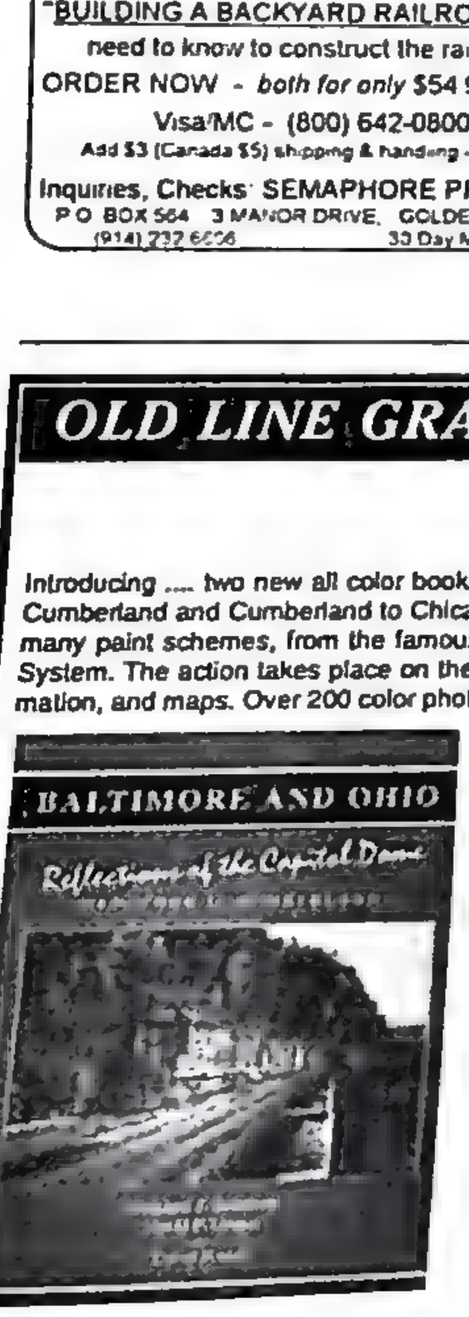

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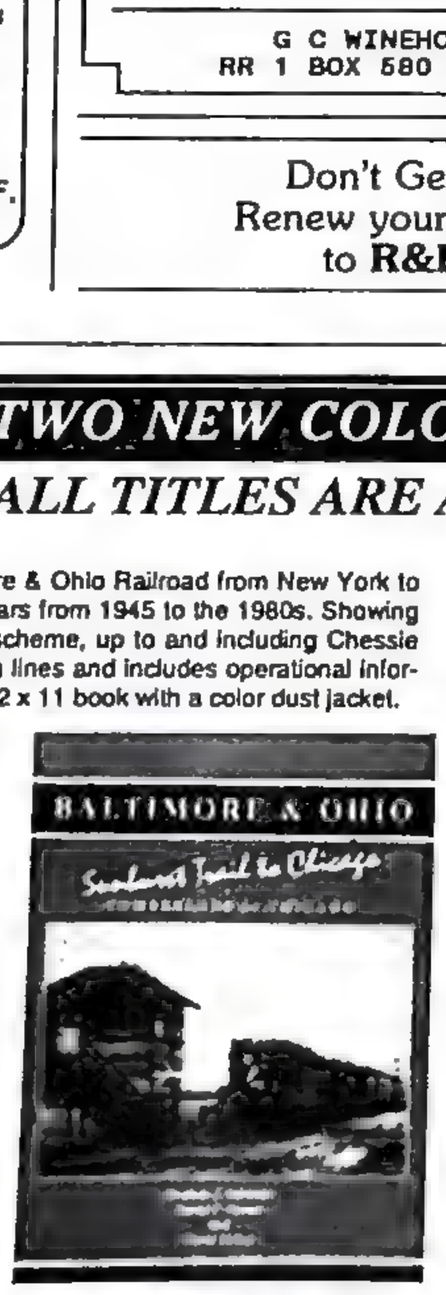

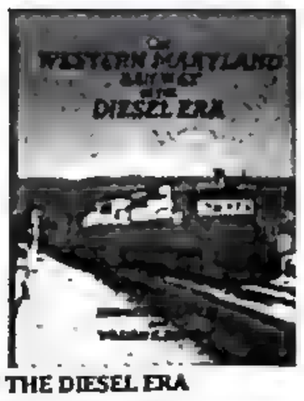

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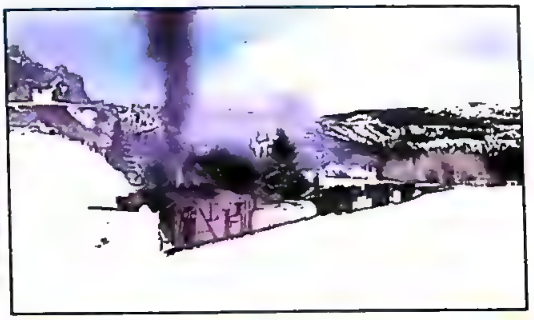

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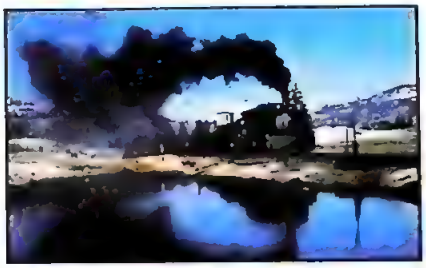

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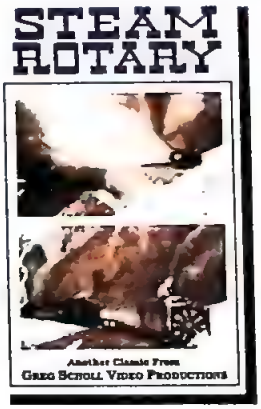

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Ownership in the Connecticut system lay in the New Haven Railroad. When the New Haven went bankrupt the trolley operation fell on hard times. Only some New Haven routes kept running until shortly after World War 2.

Today the Connecticut Company remains alive on the Branford Electric Railway Museum as well at the operating trolley museums at Warehouse Point and Kennebunkport.

Now a comprehensive book on the Connecticut Company's Streetcars has been written by Frederick Kramer, with Ed Wadhams. In addition to a brief history, there are over 150 photos, maps and illustrations of the system including divisions which saw early abandonment: Hartford, New Haven, Norwich, New London, Derby, Waterbury, Bridgeport, Putnam, Stamford, Norwalk and the isolated Torrington line. Photos include many views of express cars and non-revenue equipment. Available at hobby shops, selected book shops and trolley museums. Published by Carstens Publications, Inc., PO Box 700, Newton, NJ 07860. Shipping is expected to start about July 5. If your dealer can't supply you, order direct from the publisher. New Jersey residents include sales tax.

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I feel as though your Company should know how enthusiastic and pleased I am over the service Mrs. Bryson and myself received on our return from the Coast. Nowhere else did we receive so courteous and satisfactory service. Your dining car service is "immense." We found splendid food on train number Four. Your car conductor, Mr. Thomas, couldn't do enough for us in making our travel with him pleasant. On the *Oriental Limited* also we found the dining car service and food far above the average.

Anyone who travels to California and does not route himself one way by the Great Northern misses the greatest part of this trip.

Respectfully yours,
Jas. V. Bryson

Perhaps reflecting the refreshingly leisure pace of travel on limited trains, some letters defied convention and showed well thought-out execution. Perhaps the most unusual letter of this kind is one received by L.M. Jones, Superintendent of the Milwaukee Road's dining cars, from Henry A. Rumsey of Chicago. Recently off that railroad's *Pioneer Limited*, Mr. Rumsey was inspired by the menu below to write the letter which follows it. The menu no doubt promoted the Milwaukee's use of electric-powered locomotives on portions of its main line west to Puget Sound.

The Pioneer Limited
Dinner

Cotuit Oyster Cocktail
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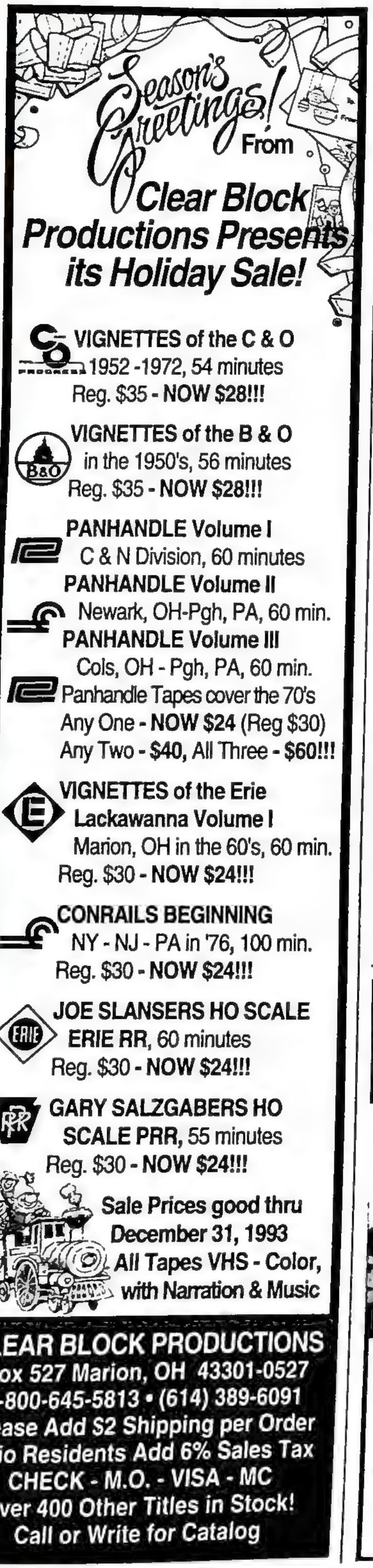
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Mr. Large Meal Jones
Chicago, Milwaukee & St. Paul Railroad
Chicago, Illinois

Dear Mr. Jones:

Being called to Minneapolis on some specially sweet business matters, I took your road in preference to others because of my recollection of the old Dining Car run by St. Paul, or some other genius whose name I cannot recall at the moment.

As I sat at the table and looked at your Menu, I was certainly ELECTRIFIED and may have made a PUGET SOUND when I gave my order, but from the looks of the card I would say it certainly was the PIONEER UNLIMITED DINNER.

The first order being GO-TO-IT COCKTAIL, I naturally obeyed and enjoyed the oyster clear to the tail.

As far as I could see every CRAB in the car was BISQUED, and the CRISP CELERITY was which the BLACK AND TAN OLIVES were devoured was only exceeded by the ALMONDS, which, doubtless, you could not have caught in any other than by the SALTING process. As I don't like my JULIENNE BEEFY I let the BROTH go, but let me say that "A Night In Spain" with those GRILLED MACKEREL would be no punishment at all.

Being of a peaceful disposition I could not fight the battle of CONCORD over again with the HAM and William Tell's ammunition, therefore I ate the IMPERATIVE BOILED CAPON with your CHERE-BET, which was the best bet I have made for some time.

Have seen many JERSEYS milked, but never saw one produce such SWEET POTATOES, hence concluded that you have some brand of GLAZED JERSEYS for this particular Dining Car Service. Had to pass up the MASHED WHITE POTENTATES in order to try those ONIONS and want to say that never has a cloud had anything on the SILVER lining of their SKINS.

The LETTUCE SALAD DRESSING my head with a THOUSAND little ISLANDS, which rose to the taste, and I do not mean goose-flesh either.

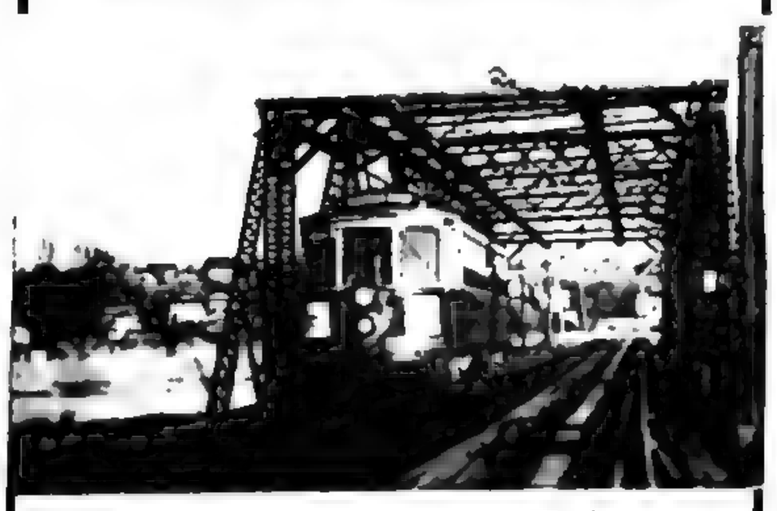
When I found that the HOSTESS had SHORTCAKED the BANANA with WHIPPED CREAM, I made up my mind that the PECANETTES were a delicacy in the way of inside decoration, which must be more feminine than masculine and passed them up so that I might have the TOKAY GRIPES. But when I saw that PABST had ETT, I simply said: "Me too," feeling that DINNER ROLLING under my waist-coat so that I was prepared to go to a flesh remover the next day. Being so satiated, I could not request the EGG or FISH to force an ENTREE. In fact, I was so thoroughly SUR-CHARGED with EXTRA PROPORTIONS that I carried the BUTTON RADISHES away with me to take the place of those that burst from my clothing.

Outside of the above, I have no SUGGESTIONS FOR THE BETTERMENT OF SERVICE, but want to say that even the steward was polite to the waiter, and that was going some.

Yours sincerely,
Hungry A. Rumsey

If there is a lesson in this for us readers-cum-train riders today, it is that a sense of humor can only improve our travel eating experience. Besides, with apologies to Mr. Rumsey, his creativity has already LIMITED our ability to PUN-NEER the menus we encounter.

THE
HUDSON RIVER LINE
A HISTORY OF THE
BERGEN & PASSAIC DIVISIONS
OF THE PUBLIC SERVICE RAILWAY



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Cabins Crummies and Hacks (Vol 4): Southwest, *Henderson* $23.95
C&O in Color: 1950-1975, *Dixon* . $23.95
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Classic Freight Cars (Vol 1): 40 Foot Box Cars, *Henderson* $15.95

Southern in Color
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Narrow Gauge - Then and Now by Tom Gildersleve and Nils Huxtable
Color pictorial of vintage and current the Colorado narrow gauge scene $11.95

Guide to Chicago's Metra by Richard Kunz
An illustrated guide book to the current Chicago Metra system $19.95

Classic Freight Cars (Vol 2): Tank Cars, *Henderson* $19.25
Conrail (Vol 1): 1976-1982, *Hartley* $31.95
Conrail (Vol 2): 1983-1990, *Hartley* $31.95
Conrail Motive Power Review (1986-1991), *Withers* $38.49
Contemporary Diesel Spotters Guide, *Pinkepank* $15.25
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Delaware & Hudson in Color (Vol 1), *Sweetland* $35.95
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Erie in Color, *Sweetland* $35.95
Erie Railroad Story, *Carleton* . . . $31.95
Erie-Lackawanna in Color (Vol 1): The West End, *DeYoung* $35.95
Erie-Lackawanna in Color (Vol 2): New York State, *DeYoung* . . . $35.95
Gotham Turnstiles, *Henderson* . . . $27.25
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Horseshoe Heritage, *Cupper* . . . . $ 6.49
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Jersey Central in Color, *Brennan* . $35.95
Jersey Central in Color V2, *Brennan* $39.95
Jersey Central Story, *Carleton* . . . $30.49
Lackawanna in Color, *Sweetland* . $35.95
Los Angeles & Salt Lake: UP, *Signor* $43.95
L&N in the Appalachians, *Flanery, Oroszi, McKee* $33.59
The Milwaukee Road, *Hyde* $51.95
MoPac in Color, *Collias* $43.95
New Haven RR: Final Decades, *Hartley* $39.95
New York Central Lightning Stripes (Vol 2), *Sweetland* $39.95
NYC Color Photography of Ed Nowak (Vol 1), *Nowak* $35.95
NYC Color Photography of Ed Nowak (Vol 2), *Nowak* $39.95
Northwest's Own Railway: SP&S Vol 1, *Grande* $47.95
Pennsy Color Guide to Freight and Passenger Equip, *Sweetland, Yanosey* $35.95
Pennsy Diesel Years (V 1), *Yanosey* $35.95
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Pennsy Diesel Years (V 5), *Yanosey* $39.95
Pennsy Steam: 2nd Look, *Carleton* $30.49
Pennsy Steam A to T, *Carleton* . . . $29.95
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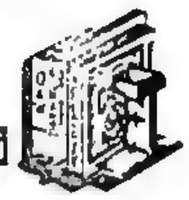

What's New?

Altamont Press has again expanded its highly successful series of railfan timetables with the new *Intermountain Region Timetable No.1*, covering Wyoming, Montana and southern Idaho. This edition completes AP's coverage of the Western states. (Previous releases have featured California, Oregon, Washington, north Idaho, Nevada, Arizona, Utah, New Mexico and Colorado.) The very latest information was utilized in the timetable route graphs for all subdivisions on the UP, BN, MRL and C&NW within the three states covered. Each route graph shows station and siding names, track speeds, mileposts, siding capacities, talking defect detectors, tunnels and their lengths, helper districts, radio frequencies assigned to that specific subdivision and much more. Toward the back is a master radio frequency listing which also includes the area's smaller railroads and NOAA weather stations. The three-page roster section lists locomotives from Amtrak to WYCO by number series, even those due for 1993 delivery. System-wide listings for freight and coal symbols on UP, BN, C&NW and MRL are actually *too* informative as they mention many trains which don't run through southern Idaho, Montana or Wyoming, but at the same time mention all the trains which *do* travel there. A centerspread color map of the region helps put all the rail lines in perspective. Current schedules for Amtrak's *Empire Builder* and *Pioneer* conclude this valuable 68-page 4¼"×10½" softcover guide, perfectly sized for your camera bag, back pocket or glove compartment and selling for $12.00 plus $1.25 shipping from Altamont Press, P.O. Box 754-RR, Modesto, CA 95353.

Jim Kerr's annually-updated 4"×6¾" roster books just get bigger each year. The *Official Locomotive Rosters 1993 Edition* packs 828 current rosters (63 more than last year's edition) covering diesel, steam and electric motive power on nearly every North American railroad and every major rail museum. All locomotives are listed by number (individual or series as appropriate), with diesels and electrics detailed by builder, model, horsepower and year built. Steam is similarly handled except that the horsepower column instead denotes wheel arrangement. The book is not without minor errors — such as the line concerning NYS&W's three GP18s "1800-1804," which should read 1800, 1802 and 1804 — but overall it's more accurate than most other roster compilations of such enormous scope. A convenient instant-reference source for use in the field or during slide labeling time, it sells for $19.95 plus $2.00 shipping from DPA-LTA Enterprises, Box 3000, Champlain, NY 12919-3000.

America's Workhorse Locomotive: The 2-8-2 by Robert LeMassena is an 80-page 8½"×11"

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Other New TLC Books:

Baltimore & Ohio Passenger Service, 1945-71 - The Route of the National Limited - by Harry Stegmaier. - New this past spring! - 120 pp, 200 photos, detailed historical text, consist studies, schedules, great information. Already a best seller! Color section, color laminated covers. **Only $18.95 + $2.50 S/H!**

Norfolk & Western Railway's Magnificent Mallets - The Y Class 2-8-8-2s - by William E. Warden — 64-pages; 110 color & b&w photos, detailed history of N&W's compound articulated 2-8-8-2s - **$14.95 + $2 S/H**

Other TLC Titles:

C&O in Color 1950-75 (88pp - 180 photos-all color) $29.95 - Chessie, The Railroad Kitten (64pp,illus.) $11.95 - *New York Central's Mercury* (64pp, illus) $12.95 - *Wheeling & Lake Erie Ry* (80pp, illus) $14.95 - *Appalachian Crossing - The Pocahontas Roads* (64pp, illus)(N&W/VGN/C&O across the mountains) $12.95 - *Coaling Stations* (1930 F-M catalog reprint) (32pp, illus) $6.95 [Coaling Stations FREE, on request, with purchase of 3 or more books.]

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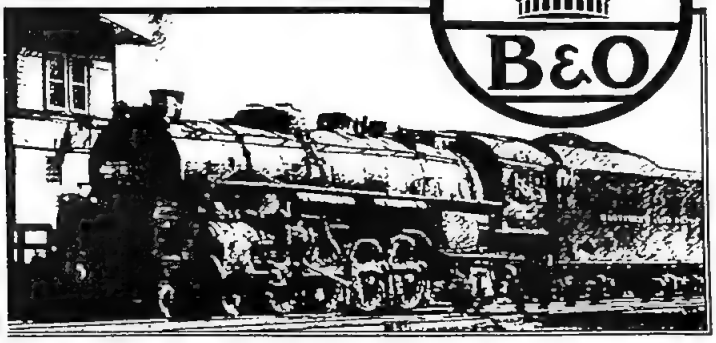

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Vol. 4	St.LOUIS + TUCSON, 1940'S COLOR Frisco, Mo Pac Wab, PRR, NYC, B&O, and more steam & diesel in St.Louis area. SOU PACIFIC CAB FORWARDS, DAYLIGHTS, 4-10-2's, 2-8-8-4, more in Tucson area color from 1940's. 37 mins.....just $ 39.95!
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softcover chronicling the development and varied faces of Mikado-type steam power. The majority of the more than 170 black & white photos are three-quarter roster views, but there are also some impressive action shots of 2-8-2s doubleheading through Boulder Creek Canyon on the D&RGW or over the Green Mountains on the Rutland, braving cactus country on the Magma Arizona and shuttling coal on the L&N. The introductory text does a nice job of outlining the origin of the Mikado name and the different types of valve gear applied to 2-8-2s. It sells for $14.95 (N.Y. res. add tax) from Quadrant Press, Room 707, 19 West 44th Street, New York, NY 10036.

Charles Steffes recalls his nearly 40-year career with the Southern Pacific in *Life and Times of a Locomotive Engineer*. Working primarily out of southern California, Steffes fired or throttled steam helpers through Soledad Canyon, Cab-Forwards over the Tehachapis, locals on the Santa Paula Branch and 6000-ton ballast trains down the 2.2% of Cajon Pass, often with a bizarre, humorous or downright treacherous encounter along the way. Some of his most intriguing experiences were at night, whether it be the nude woman who waved to the crews every night at Sylmar or the time Steffes, waiting in the siding at Canyon on Cajon Pass, warned an approaching train of a trap that had been set by someone from the rules department. There are plenty of raw tales of his romantic involvements, as well. This entertaining 304-page 5¾"×8" hardcover sells for $24.20 postpaid from Old World Publishers, P.O. Box 81686, Bakersfield, CA 93308.

Calendar Call

Gary Dolzall's all-color "Railroading! 1994 Calendar" folds out to a hefty 14"×22" with each month displaying a primary photo on the top flap and a related inset photo and detailed caption on the bottom flap. Sharp, colorful printing does justice to action scenes of the C&NW in wintry Wisconsin, D&H on Richmondville Hill, Santa Fe Super Fleet GEs, BN coal trains meeting in Wyoming, NKP 2-8-4 765 and 2-8-2 587, CP Rail SD40-2Fs in the Rockies, taconite on the DM&IR, Horseshoe Curve in fall colors, UP along the Columbia River and more. With lunar phase listings, it sells for $10.95 plus $3.50 shipping from Tide-mark Press, P.O. Box 280311, East Hartford, CT 06128-0311.

The 12"×24" "Don Ball Jr. Railroad Calendar 1994" serves up an 11"×11" color photo each month, most from the Don Ball collection. Subjects range from classics like Rock Island FP7s, Milwaukee Road's streamlined *Hiawatha* 4-4-2 and a MoPac E7 to 1970s diesel action with UP SD45s leading coal and Reading C424s idling at Bethlehem. More recent shots capture CPR 4-6-2 2317 on a Steamtown excursion, a CV RS11, and an M&E C424. It sells for $11.95 from W.W. Norton & Company, 500 Fifth Avenue, New York, NY 10110.

The all-color 11"×17" "Green Mountain Railroad 1994 Calendar" presents some recent views of this nearly 30-year-old short line. GP9s prevail in winter scenes along the Connecticut River and elsewhere in Vermont. There are also GMRC RS1s in excursion, freight and snowplow service; a CV detour over the GMRC with GT units and the brief visit of NYS&W's Chinese 2-8-2 142

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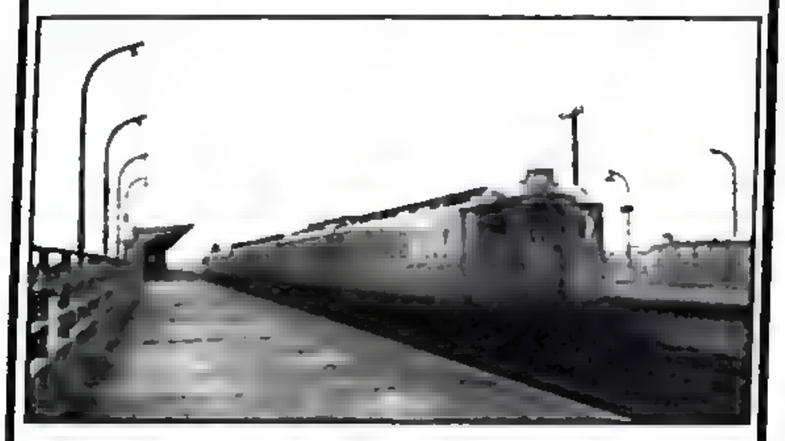

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during movie filming in 1992. It sells for $8.95 plus $2.00 shipping from Green Mountain Railroad, P.O. Box 498, Bellows Falls, VT 05101.

The 12"×18" "New Haven Railroad 1994 Calendar" takes an all-color look at this surprisingly colorful railroad. Snow-encrusted EMD, FM and Alco units roll freight under catenary, an NYC m.u. local and a New Haven FL9-powered commuter race side-by-side out of New York City, an HH660 switches in the sun, an EP3 passes dwarf semaphores and FAs lug freight. It sells for $7.50 plus $1.50 shipping from New Haven Railroad Historical & Technical Association, P.O. Box 122, Wallingford, CT 06492.

The "1994 Railway Calendar" from the Lackawanna & Wyoming Valley Railway Historical Society recalls several decades of railroading in northeast Pennsylvania, beginning with a color cover shot of a CP Rail C424 and SD40-2s pulling D&H freight into Taylor Yard. Open up the 11"×17" calendar and there are black & white views of EL Train Masters, Erie and EL GP7s, Steamtown's ex-CPR 4-6-2 2317, D&H Alcos, a Lackawanna 4-4-0 and other motive power poised at terminals or working the grades to Ararat and Clarks Summit. It sells for $5.25 postpaid from Calendar, Dept. CC, P.O. Box 1152, Scranton, PA 18501-1152.

Vintage black & white pictures from upstate New York illustrate the 11"×17" "1994 Railroad Calendar" from the Rochester

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Chapter NRHS. Subjects range from streetcars on the New York State Railways, Rochester Subway and Elmira, Corning & Waverly to a nice broadside shot of NYC 0-6-0 500, a Lehigh Valley 4-8-2, an Erie RS4, Pennsy RS3s and an NYC Hudson scooping water on the fly. It sells for $6.00 postpaid (four or more $5.00 each; N.Y. res. add 8% tax) from NRHS Rochester Chapter, P.O. Box 664, Rochester, NY 14603.

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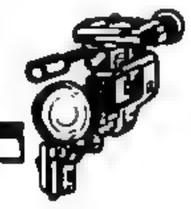

BY MIKE DEL VECCHIO

New Arrivals

I'll bet that most readers don't fully realize how much of railroading's progress during the past century-and-a-half can directly be attributed to developments in freight car air brakes. I didn't either until viewing **"The Evolution of the Air Brake,"** produced by the Westinghouse Air Brake Company (WABCO), This 32-minute program is, indeed, a promotional effort for WABCO products aimed at the railroad industry, but it does illustrate and explain the how's and why's of air brake development. A steady and informative narration is combined with vintage black & white and color films, and still photos, contemporary video and a G-gauge model railroad are used to illustrate various points. Overall, the quality of this production is excellent, and the viewer will come away with a basic air brake education — something that will help the understanding of why locomotive engineers do what they do, when they do it. Westinghouse produced this program for its customers and rail industry people, and they've agreed to make it available postpaid to R&R readers — send $30.00 to WABCO, Freight Marketing Department, Wilmerding, PA 15148-0001, Attn: J.C. Pontious, Vice President Sales & Marketing, Checks should be made out to Westinghouse Air Brake Company; expect up to two weeks for delivery.

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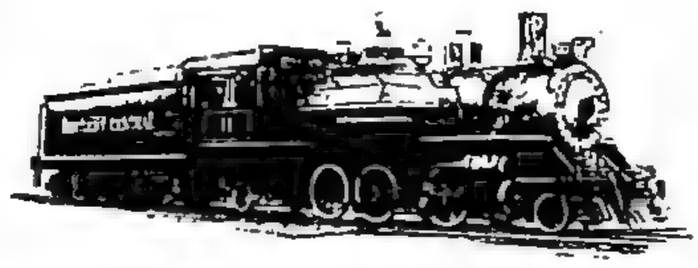

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Cumbres Pass in 1993

Few would argue that 1993 will be remembered as one of the greatest post-steam-era years on Cumbres Pass. Pre-season photo-freight charters caused the locomotives and equipment to be dressed in proper Rio Grande liveries, and heavy snow on Cumbres Pass required the use of rotary snowplow OY — pushed through the snow by the Rio Grande-lettered locomotives. The rotary ran during the week before the freight charters, and most fans who paid for the freight charter came out early to witness both. The rotary portion of this time warp was covered in detail in our August '93 issue, and, as expected, the flow of videotapes covering both events has begun. The first we received for review were "**Rio Grande Rotary Spectacular**," and "**Rio Grande Snow Freight**," produced by Mark I Video Productions, P.O. Box 404, New Milford, NJ 07646; 800/66MARK1.

With the extra heavy snows of 1993, the rotary required four days to clear the line — twice as long as anticipated, and OY worked as hard as it ever did. The coverage here begins at Chama on the first day and follows the action chronologically up and over Cumbres and around Los Pinos until the train was out of sight from the road. Two cameras were used, and they captured the usual C&TS scenes and some very unusual ones — like trackside views at Windy Point looking out over the valley, or views from inside a six-foot-deep trench watching OY making a sister trench a few feet over. And the sunny view at Coxo with Windy Point in the distance is one I wish I had photographed. This program combines the video from both cameras with contemporary still photos of the operation, plus historic builder's drawings and information on the OY. All of the significant events of that week are shown, including the separate camp and ballast trains when they operated. As the big wheel spins, the rotary moves over the track very slowly, and the editing and various camera angles keep the tape moving along. Flavor scenes, such as snow-covered Cumbres before the

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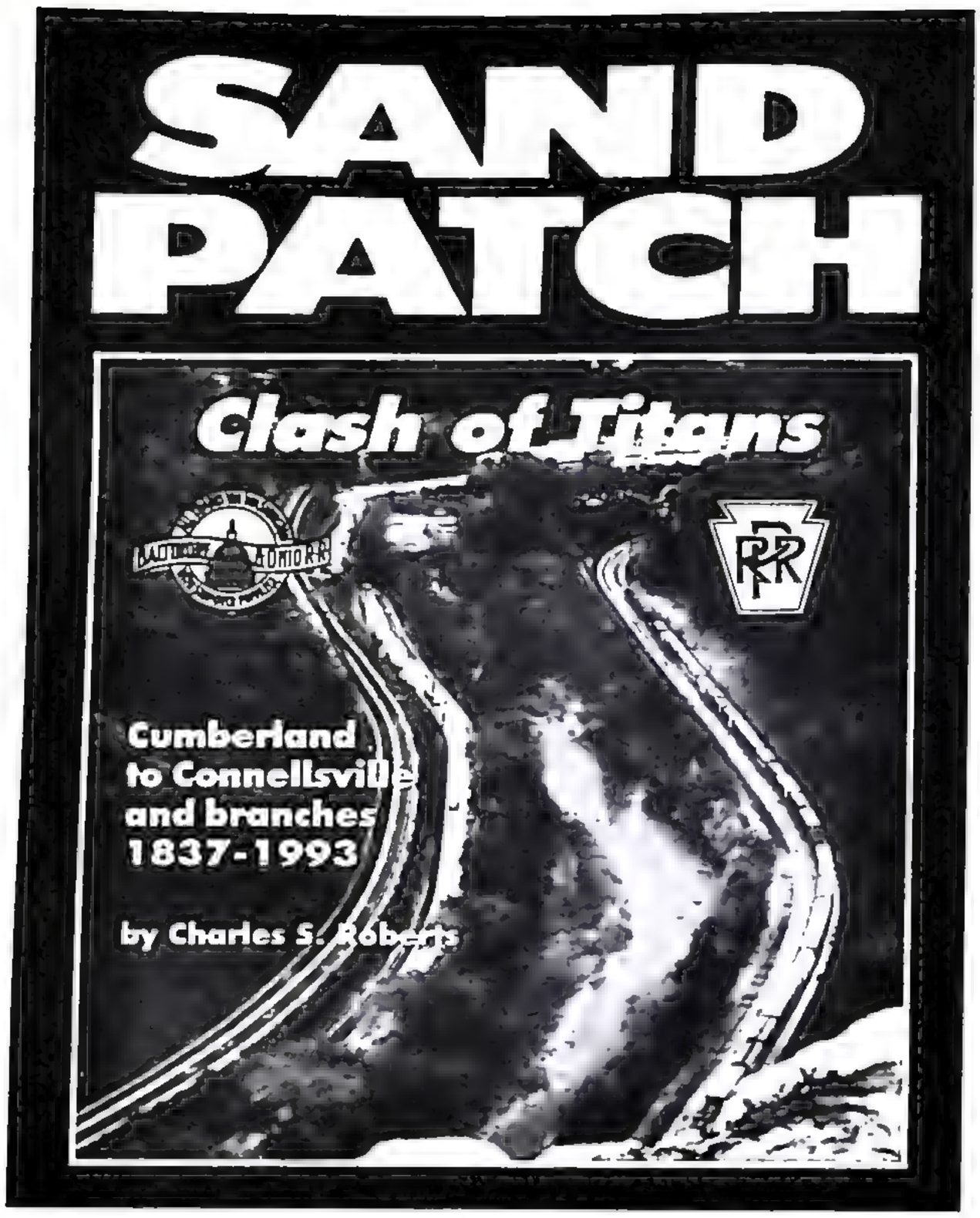

B&O, chartered in 1827, was the first Trunkline Railroad in history and, by its tenth birthday, Maryland's creation was engaged in a struggle for dominance with Pennsylvania and a few years later with PRR. The battle raged for almost 75 years and was centered on the triangle between Cumberland, Connellsville-Pittsburgh and Wheeling. Both railroads were built to move grain from the midwest to tidewater, but the focus changed after the Civil War when the presence of high quality coking coal in the Connellsville Region triggered an industrial revolution in the United States centered on Pittsburgh and the contest ended with superpower status for the nation . . . and PRR. This book tells that dramatic story from B&O's perspective, debunking a plethora of myths both personal and factual while providing the reader with a detailed history of the construction, evolution and operation of the Pittsburgh and Connellsville Railroad, B&O's subsidiary in Pennsylvania. The Narrows, Hyndman, Sand Patch, Rockwood, Confluence, Connellsville, the "Sheepskin," O&BSL, S&C, C&O, ICV and, perhaps most fascinating, "railroads that never were" such as South Penn and CUW are treated in this significant and vividly written history. Hardbound with color cover, 8½×11", 224 pages with over 300 photos, maps and illustrations (dozens in full color), reproduced on fine enamel paper, a classic to match the highly praised books *West End* and *East End*. At serious dealers or order direct . . . satisfaction guaranteed, $50.00 plus 4.00 UPS delivery, 2.50 tax Maryland residents. VISA/MASTERCARD welcomed.

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footprints got there, laborers doing their chores, still photos of the night shots, and so on, help round out the story. This program wraps up with a few exquisite scenes of the upcoming photo freight — the reason for the properly lettered equipment and the early running of the rotary.

Just one day after OY's outing came the first photo freight, chartered by Greg Scholl's Visions of Steam, Inc. With all of the insight equipment properly lettered, the time warp of the previous week had continued. Appropriately, the first train was staged to appear as if it were arriving at Chama from Durango and would pick up a helper for the 4% climb. Undermined track in a snowdrift near Cresco prevented the photo freights from going beyond there, so the operation consisted of several runbys with different locomotive arrangements and freight train consists on the available seven miles of track. The program footage is arranged chronologically to depict the over-the-road progress of the train by showing virtually none of the back-up moves of the photo runbys — we see sequences continuing from location to location as if this were actually regular service. The freights were made up of stock cars, reefers and even a recreated empty pipe train of the late '50s with flats and gons staggered throughout. The time warp illusion is driven home with roughly ten minutes of John Briggs' color 16mm 1950s Rio Grande operations along the same track with very similar consists.

The 1993 weather ran the gamut, so there are scenes in everything from bright and sunny blue skies to overcast and snow squalls. Since the runbys were performed specifically for the many cameras, each locomotive is spewing a perfect salt-and-pepper plume.

All of the contemporary footage in both Mark I tapes was shot on Hi8 by New Jersey natives Tom Kelcec and John Briggs, and the image quality and camera work are quite presentable. R&R editor Jim Boyd provided the scripting and narration on both programs, and in both cases the shows flow like a magazine article — the rotary tape contains more information than I was able to shoe-horn into the August '93 rotary feature. And I admit to supplying the still photos used in the tape. All-in-all, these programs are quick, complete and competent records of this special spring on Cumbres Pass. Having been out on the C&TS for the rotary this past May, I found no glaring omissions from the presented material.

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Harrisburg to Philadelphia (FP-40) 1 hr 45 min 5
Philadelphia to Harrisburg (FP-40) 1 hr.45 min 4A
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Part 1 . 1 hr.40 min 17A
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North Sta. to Fitchburg, MA(RDC) 1 hr.25 min. 37
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No.Sta-Haverhill &Framingham-So.Sta 1 hr 43 min. 41
Franklin to So.Sta.+Highlights of MBTA Lines 1 hr. 26
Enola, PA to Shocks Mills Bridge(SD-40) 1 hr. 24A
Shocks Mills Br. to Holtwood (SD-40) 1 hr. 24B
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Raritan to Newark, N.J. (Push-Pull) 1 hr. 12
Atlanta to Temple (FP-40) 1 hr. 30-1
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Pell City to Fairfield (FP-40) 1 hr. 30-4
Fairfield to Hull (FP-40) 1 hr. 30-5
Hull to Meridian (FP-40) 1 hr. 30-6
Chicago Union Station to Aurora (E-9) 1 hr 42 min 72
Richmond to Alexandria, VA+Run-Bys R.F.& P.(GP-40-2)
Part 1. 48-1
Part 2. 48-2
Part 3. 48-3
Part 4. 48-4
Atlantic City to Atco, N.J.(GP-40PH-2) 1 hr. 53A
Atco, N.J. to 30th Street Sta. Phila. (GP-40PH-2) 1 hr. 53B
Lindenwold, N.J. to Philadelphia (PATCO) 1 hr. 77
Hoboken to Montclair, N.J.(MU)+Hoboken Festival 1 hr. 57
Hoboken to Gladstone, N.J. (MU) 1 hr 30 min. 58
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Hoboken to Suffern, N.Y. (Erie Main Line) 1 hr. 61
Hoboken to Spring Valley, N.Y. (U-34CH) 1 hr. 62
Suffern to Campbell Hall, N.Y. (RDC) 1 hr. 63A
Campbell Hall to Port Jervis, N.Y. (RDC) 1 hr. 63B
Hoboken to Netcong, N.J.(Boonton Line) 1 hr 30 min. 66
Wayne Jct (Phila) to W.Trenton, N J. (MU) 1 hr. 74
30th Street Sta.,Phila to Norristown, PA (MU) 1 hr. 75
Elwyn to Wayne Jct, PA (Media Line)(MU) 1 hr 73
69th Street (Phila) to Norristown, PA (Bullet car) 1 hr. 45
Media, Sharon Hill Lines to 69th St. (Kawasaki Car) 1 hr. 50
Groton, CT to Gardner, MA (P & W M-420R)
Part 1 One Hour. 81-1
Part 2 One Hour. 81-2
Part 3 One Hour. 81-3
Part 4 One Hour. 81-4
Providence, RI to Worcester, MA (GE B-23-7) 1 hr 35 min. 82

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"P.R R. Main Line Steam" Run-By action between Strasburg and 30th St Sta Phila. 1 hr Color-Sound . 16B
"P.R.R. Double Headed Steam" Run-By action between Strasburg and Enola, PA 1 hr Color-Sound. 16
"Strasburg Steam" Vintage steam in Pennsylvinia Amish Country Cab shots & run-bys 1 hr Color-Sound . 6
"N.E.Corridor Part I" Trackside tour from Sunnyside Yard N Y C to Newark, NJ Amtrak, L I R R , N J Transit & PATH Trains, Towers, Stations, Etc. 1 hr.Color-Sound. 3-1
"N.E.Corridor Part II" Trackside tour from Newark to Rahway, NJ Amtrak, N.J. Transit & Conrail. Trains, Towers Stations, Tunnels, Bridges, Etc. 1 hr.Color-sound 3-2
"N.E. Corridor Part III" Trackside tour from Rahway to Trenton, NJ Amtrak, N.J. Transit & Conrail. Trains, Towers, Stations, Bridges, Etc 1 hr Color-Sound. 3-3
"N.E.Corridor Part IV" Trackside tour from Trenton, NJ to Frankford Jct.,PA. Amtrak, SEPTA & Conrail. Stations, Trains, Towers, Bridges, Etc 1 hr.Color Sound. 3-4
"Amtrak's Harrisburg Line" Trackside tour from Harrisburg to 30th St. Station, Philadelphia. Amtrak, Conrail & SEPTA. Trains, Towers Stations, Etc. 1 hr.Color-Sound 45
"B.N. E-8 Diesels In Action" Trackside action between Chicago and Aurora, IL- Frt. & Psgr. 1 hr Color-Sound. 35
"Tracking The Big Apple" Trackside action around N.Y. City ELs, Metro-North & L.I.R.R. 1 hr.Color-Sound. 44
"The Hudson River Lines" Trackside action on the east shore of the Hudson River. Metro-North, Amtrak & Conrail. FL-9, Turbo, MUs at many scenic loc. 1 hr.Color-Sound. 49A
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Feature Reviews

"Today's Northwestern Pacific," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333, VHS only, VISA and MasterCard accepted, 110 minutes, $39.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

For many railfans, "Southern Pacific" connotes heavy main line railroading, mountain crossings of Donner and Tehachapi and contemporary steam headlined by *Daylight* 4449. But there's another side of the Espee where the high iron rarely exceeds 110 pounds per yard, the mountains are places like Creston and Ridge, and a 4400 is an SD9. For those enamored of SP's yesteryears, the back roads of the Golden Empire are a fascinating showcase of traditional freight railroading. And nowhere in SP's contracting domain does the show get better than California's Northwestern Pacific.

Gateway to the redwood coast and a line possessed of some of the most treacherous geology in the nation, the NWP has always been Southern Pacific with a difference, a road *Trains* magazine once called "the Clinchfield of the West." Today, the NWP is roughly half the railroad it was ten years ago, before an early short line spinoff turned the rugged Willits-Eureka section over to the erstwhile Eureka Southern. But the Northwestern Pacific that remains in 1993 is a compelling piece of track. And with sale of the NWP to public transit authorities looming on the near horizon, it is a railroad not to be ignored.

Fortunately, Pentrex, through the creative spark of videographer Stan McInturf, has provided a wonderful last look at the NWP and its trademark "Cadillac" SD9s. A pioneer operator of EMD 6-axle power, NWP had SD7s assigned as soon as the first units left LaGrange in 1952, with SD9s supplanting the smaller Cadillacs by the late 1960s. Rebuilt during the 1970s the durable SDs soldier on today, entering their fifth decade of service as railroading's equivalent of a rock-and-roll "oldies" tour. *Today's Northwestern Pacific* is really "Mister D's Machine—Live In Concert" and the SD9s put on an inspired show.

The program begins on NWP's south end, following a selection of Sprint trains between Petaluma and the SP interchange at Suisun-Fairfield. The line around the northern fringe of San Francisco Bay traverses a variety of wetlands, pastures and vineyards — the last truly open, undeveloped space in the Bay Area — following rights-of-way of both narrow and standard gauge origin that eventually became the property of NWP and SP. The two-railroad run-through to Suisun is literally a "bridge" route, with three major drawbridges crossed en route, and the tape includes action of the spans at Black Point and Brazos. In the middle of the otherwise

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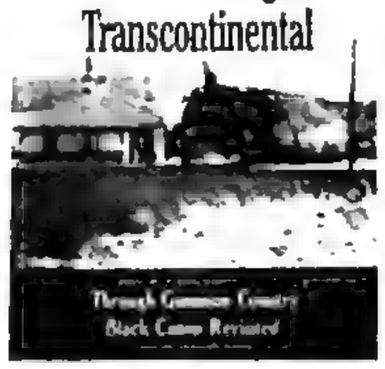

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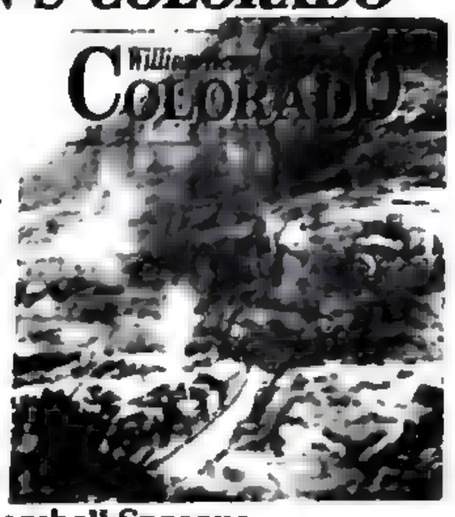

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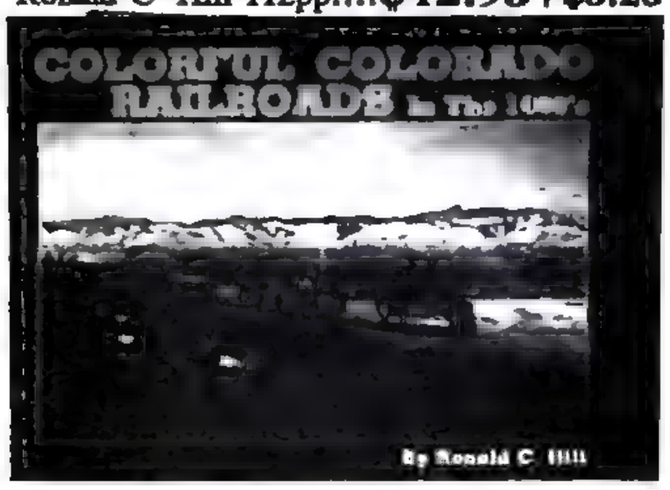

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sea-level run, the hill at Creston rears its tawny head, making for some memorable scenes as the Cadillacs assail the 1.2%. Particularly interesting is a sequence of a geographic west- (railroad east) bound train topping Creston in a nicely-zoomed mirage of summer heat waves, SD9s approaching in silence as the prevailing west wind carries the sound away from the camera until the Cadillacs are literally on top of the viewer. Ample explanation is given to such peculiarities as SP's definition of timetable direction as well the history of the SP/NWP interchange at still-sylvan Schellville. Throw in some real "rock and roll" action on the lumpy marsh land roadbed between Black Point and Lombard and you've got very complete coverage of NWP's most-accessible (yet not-so-easily photographed) operation.

On the opposite end of *Today's Northwestern Pacific*, the video crew takes us to Willits and the 3% climb over Ridge Hill for some rare daytime operation. North of Willits we're treated to scenes of both the Eureka Southern in 1990 and today's North Coast Railroad as they follow Outlet Creek to the Eel River junction at Dos Rios. After a brief swing up to Eureka to outline the transportation turmoil left in the aftermath of NWP's abdication, it's back to Willits for more action in California's least-likely three-railroad town. All of the Willits roads are seen at work (NWP, California Western with an ex-SP Alco RS11 and the ES/NC), with the lion's share of footage going to NWP's Cadillacs putting together a couple of Petaluma-bound trains and then tackling Ridge Hill. The 100-plus car lumber drags of the '60s and '70s are gone and today the trains suffice with trios of SD9s, many of them sadly lacking the classic SP Gyralite package, but the struggle between gravity and dead weight remains as inspiring as ever. Ridge Hill may be one of SP's least-known and least-accessible mountain grades, but it is also one of the railroad's meanest pieces of track—to find SD9s still in full command in 1993 is cause for rejoicing.

Overall, to find a tape like this is cause enough to celebrate in 1993. While the video producers acknowledge the bottom line value of doing steam and heavy main line action, precious few are taking gambles on making films with less than main-stream interest. In the Pentrex catalog (and others), subtleties like the NWP, California Western, Arkansas & Missouri and other "off the beaten path" operations are few and far between. In the process of regurgitating the obvious, today's video producers are simply filling most viewers' heads with junk, while legitimate meat-and-potatoes railroading slips farther into the cracks. *Today's Northwestern Pacific* is a jewel, a breath of fresh air in a world where it seems that every Tom, Dick and Harry with a fistful of greenbacks can charter a steam excursion train, and where the videographers purport to show us "the way it was." Conversely, *Today's Northwestern Pacific* is the way it was — and still is — and won't be very much longer. If you get the chance, come see the NWP while it still exists. But regardless of whether you can visit the NWP or not, buy this tape. It's real railroading in a world filled with distressingly phony substitutes.

— TED BENSON

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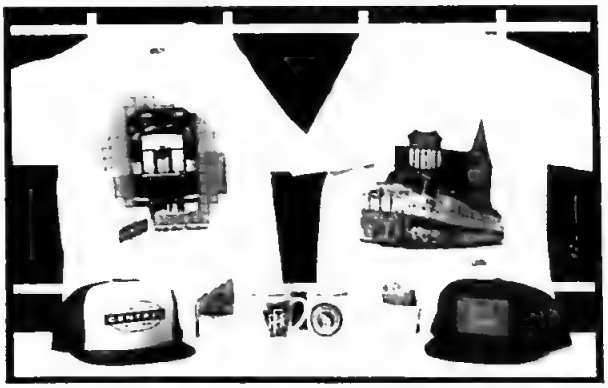

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More often these days, my railfanning is drifting away from the drive-and-shoot, bag-the-most-trains-in-one-day activity many of us follow, and I find myself hiking considerable distances to reach new and interesting photo locations that simply can't be accessed by automobile. It could be a gut-busting 300-foot climb up the shoulder of Kanouse Mountain in northwest New Jersey to produce an eagle's eye view of a Susquehanna stack train surrounded by endless acres of fall foliage, or a two-mile descent into a forested ravine in Idaho to reach the old Milwaukee Road hairpin curve where the St. Maries River Railroad's SW1200s now snarl by in obscurity. "Photo hiking" opens up a whole new world of picture possibilities. It also brings you back in touch with how you probably witnessed trains as a youngster: waiting at some quiet curve or tunnel outside town, far from Mom's beckon call, able to hear that lonesome whistle grow ever closer, forging a memory that will endure as long as Kodachrome.

I'm not suggesting you walk a mile or two *on* the tracks to find the neat location around the next bend. Instead, you should head for the nearby hilltops or venture through the woods in search of new places to shoot your favorite railroad. Always be mindful of safety and private property wherever you go. Sometimes, gaining just a little height above or distance beyond your usual trackside vantage point can transform the same old grab shot into a scenic stunner that will have everyone at the next slide show asking, "Where on Earth was *this* taken?" Most important of all, you'll probably have more *fun* during your photo hike than the other guys who experienced the majority of their sunny Saturday from behind a steering wheel.

Much consideration should be given to proper footwear and clothing, as well as the Boy Scout basics of outdoor preparedness, but a key factor in photo hiking is the way you decide to haul your camera gear. For many years, I embarked on day trips into remote areas with the necessary equipment yanked out of my big Tamrac camera bag and poured into a simple bicyclist's backpack, plus a tripod slung over my shoulder. Telephoto lenses were protected by hard cases, but other lenses and bodies were just wrapped in whatever T-shirt and/or rain jacket I chose to bring along. A fairly efficient way to tote everything in one bag, but a bit

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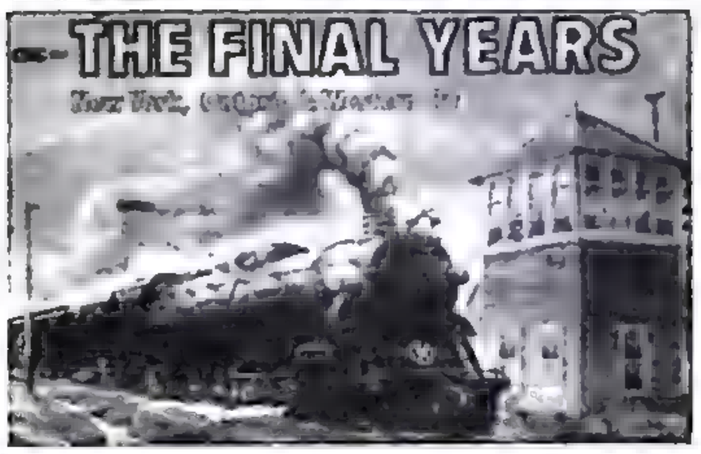

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TAMRAC's MODEL 787 Super Photo Backpack rides comfortably on your back (**above**) and stows a lot of gear in its padded compartments (**right**).

it took to dig through the tangled mass of fabric and hardware in search of a specific item.

I recently acquired the intelligent solution: a true photo backpack. Most of the leading camera bag manufacturers offer their own line of packs which provide the kind of padded interiors and compartments found in most camera bags, but are specifically designed to be worn on your back. Even if your arsenal is limited to one camera, two lenses and a handful of film, you'll discover that, with a photo backpack, you can spend an entire day wandering around the countryside, fully supplied with snacks and drinks and whatever else, without the pain or fatigue that can come from several hours of balancing a camera bag off one shoulder.

The two biggest makers of photo backpacks, Tamrac and Lowepro, were kind

disconcerting if I started hearing metal bang against metal or when the sharp corners of a Bogen quick-release tripod mounting plate jabbed me in the back with every step. And if I needed to change lenses and set up in a hurry, I could easily miss the shot in the time

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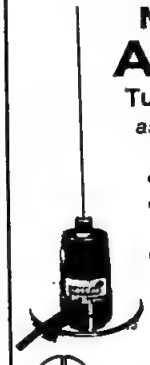

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RAILFUN

by CURT KATZ

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STARTLED THE DAYLIGHTS OUT OF HIM!

enough to send me a selection of their products geared for this type of work. I field tested each one over a period of several weeks and was amazed at how much easier my outdoor photography became. Most of the packs could still function like normal camera bags riding in the back seat or rear cargo area of my Blazer, but anytime I needed to hoof it down the trail to Black Rock Cut or up to the reverse curves on Sparta Mountain, I just slipped on the whole pack and brought it with me.

The half dozen photo backpacks I reviewed came in a range of sizes to suit any railfan's needs. Tamrac's line of camera-carrying backpacks starts with the 757 PhotoPack (10½" W ×5" D ×16" H), which is ideal for those who want to travel light. Its hinged top section holds one SLR body with a normal or wide angle lens attached, and a second body can be placed in one of the padded cells of the main compartment alongside moderate-length telephoto lenses and other gear. By removing the floor of the top section, a body can be carried face-down with a long lens attached. A zippered flap reveals small bottom cells where shorter lenses can be stashed, and a large zippered front pocket provides space for cable releases, filters, a note book and other gadgets. Film, a flash unit, snacks or even a can or two of soda can be stowed in the two padded, removable side pockets.

For those, like me, who prefer to carry along an entire camera shop, there's Tamrac's 787 Super Photo Backpack (12"W ×6"D×21"H). A padded, zippered flap enables instant access to all contents of the main compartment; the flap itself features three zippered, see-through pockets on the inside

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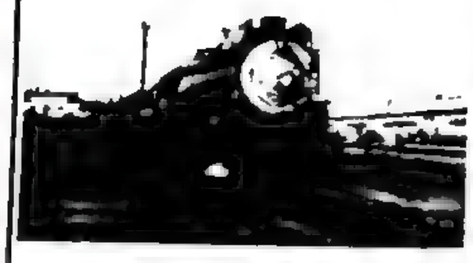

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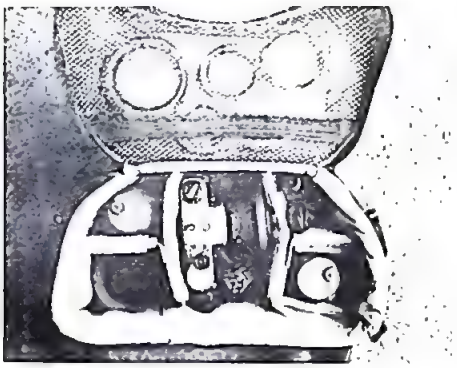

LOWEPRO's ORION AW features a beltpack with padded interior space for a camera and several lenses, plus a unique waterproof cover which can be quickly deployed during wet weather.

and a large zippered pocket on the outside. My 787 can haul everything that had been carried in my conventional Tamrac 614 Super Pro bag, and then some. We're talking two or three bodies (with winders if need be), seven lenses ranging from 28mm to 500mm, a 2× teleconverter, filters, remote shutter release cords and cable releases, a dozen or more rolls of film, spare batteries, tools, a hand-held scanner, a hand-held two-way radio and more. With a few of the internal dividers removed, the 787 can even carry a 4×5 field camera. Though big, the 787 fits easily into the overhead luggage bin on most airliners.

Just like Tamrac's Super Pro camera bags, the 787 backpack incorporates a padded "bridge divider" arrangement which safely cradles a sizeable telephoto or zoom lens while it's mounted to a camera. To equally caress the body of its user, the 787 has a shoulder and waist harness system that adjusts at several points for a comfortable fit.

A recent addition to the Tamrac line is the 777 Summit Photo BackPack, which is basically identical to the 787 but three inches shorter. Tamrac says "It was created at the request of photographers who require a full featured expedition photo backpack but feel that our model 787 is a bit too large for their equipment needs." Both the 787 and 777 can be augmented with a pair of corresponding SP787 or SP777 side pockets, available separately. These pockets add storage space for a rain jacket, snacks, drinks, etc. (I found that Rubbermaid's Servin' Saver model 3092 leak-proof plastic two-quart beverage container fits perfectly in each pocket.)

Tamrac's 757, 777 and 787 backpacks are made in the United States using rugged 1000 denier Cordura nylon outer shells (available in gray or black) which have been waterproofed with two urethane coatings. They have rear or bottom lashes so you can tie on a lightweight tripod or other extra gear. And all three feature Tamrac's special camera harness system which allows you to carry one camera "ready for action" on your chest, with its weight distributed into the backpack's shoulder straps, not around your neck. Quick-release buckles on the harness enable you to interchange the camera with one of Tamrac's functional and stylish quick-release camera straps. Finally, the trio of packs convert into fairly conventional camera bags by hooking on the removable shoulder strap (included) and zipping the backpack straps into their "tuck-a-way" compartment.

Tamrac's suggested retail prices range from $220 for the 757 to $290 for the 787; discount or mail order houses will charge significantly less. Check your local camera store, or ask for the current color catalog from

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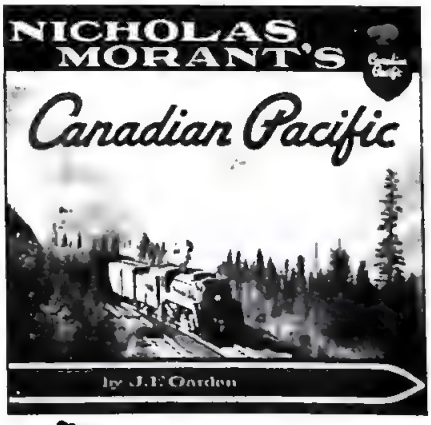

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Lowepro is the other top seller of photo backbacks. Their most popular model is the Photo Trekker (13"W×6"D×19"H), which has an overall design and capacity similar to Tamrac's 777 pack yet with distinctive Lowepro features like adjustable double-thickness dividers which can be velcroed in place alongside the regular dividers to provide extra protection for a delicate or expensive piece of equipment, and elastic bands with velcro ends which can be strapped across lenses and bodies to keep them from bouncing around inside the pack. The Photo Trekker rides like a Cadillac with its large, soft, anatomically contoured back cushion.

The Mother of All Photo Backpacks is Lowepro's Super Trekker (14½"W×6¾"D ×26½"H), which has roughly twice the carrying space of the Photo Trekker. Beside the usual padded compartments for bodies and lenses there's a huge central "corridor" capable of holding one of those powerful, wide-apertured ultra telephotos, plus a removable tripod case that fits vertically to the center exterior of the pack and two waist-level side hatches allowing you quick access to a specific camera or lens without having to remove the entire pack. Lowepro gave the Super Trekker an elaborate, highly adjustable harness system that's supposed to make even a 50-pound load of camera gear comfortable to haul on your back over long distances.

At the other end of the spectrum there's the Orion AW (13"W×8¼"D×7"H), a compact and versatile pack that's part of Lowepro's All-Weather bag series. For years, I've always kept a pair of large plastic garbage bags folded up in a pocket of my camera bag; if a sudden thundershower approaches when I'm away from the car, the plastic bags can quickly be wrapped around the camera bag or thrown over a tripod-mounted camera. Lowepro has perfected the idea with its built-in AW cover, a thin, waterproof jacket that unfolds from a zippered pocket to completely encase the photo backpack in seconds. The heart of the Orion AW is a beltpack that buckles snugly around your waist. The padded interior has room for a body with winder and up to five lenses, and the see-through pocket on the inside of the lid holds filters and other accessories. The other half of the Orion AW is a lightweight backsack that's perfect for film, food and water, extra clothing and even some minor camping gear. It connects to the beltpack with a pair of heavy duty side buckles, so when the two components are used together, your equipment's weight is distributed equally against your hips and shoulders. If you need to make a quick change of lenses but don't have time to get the whole Orion AW off your back, the side buckles can be released, allowing the beltpack to swing around to the front. The zippered lid then flips away for instant access to the beltpack's contents.

Lowepro's packs are made with water resistant 420 denier nylon outer shells. Our review samples came in an attractive gray and black combination. Prices range from $69.95 for the Orion AW to more than $200.00 for the Super Trekker. For their latest catalog, write to Lowepro, 2194 Northpoint Parkway, Santa Rosa, CA 95407.

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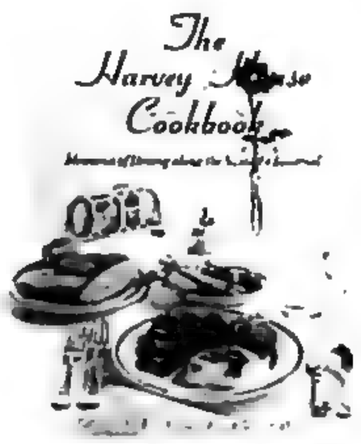

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Transit Currents

Los Angeles Metrolink

June 14, 1993, saw the beginning of Metrolink commuter rail service between Union Station in downtown Los Angeles and Riverside. For the initial offering of service, four daily trips were offered between Riverside and Los Angeles; as a promotional measure, rides on the new service were free all through the month of June.

It is a 57-mile, 70-minute ride from Riverside to Los Angeles Union Station. Some line improvements are in progress that will cut about ten minutes off the initial running time by the end of summer. Trains on the new line will stop at Pedley, Ontario and Industry. In the future there will be additional stops at Montebello and Pomona.

Things seem to be going great guns in Los Angeles on expansion of rail service, but even though it isn't Christmas, the Grinch is around and active. The prolonged recession in California and particularly in the Los Angeles area has reduced the tax income available for transit improvements. A significant shortfall of $20 to $26 billion may occur, which is serious enough to put completion of the $183-billion transit improvement project in some doubt. Thanks to Douglas I. Duncan for the news.

Challenges in Los Angeles

Franklin White, the new head of the Los Angeles Metropolitan Transportation Authority, was formerly New York state's transportation commissioner. He has been nicknamed "Mr. Good Government" by his former colleagues in New York, and he is staunch in his belief that government should be accountable to the public and should be run lean and mean. He has quite a job on his hands in his new position. He must bring together the Southern California Rapid Transit District and the Los Angeles County Transportation Commission into the new Metropolitan Transportation Authority. Also on his plate is a 30-year, $183-billion plan for the public transportation network for the Los Angeles area. The problem of finding the money to do this is just the beginning.

Here are some of the problems that Franklin White will face. Graffiti may have been exorcised from New York City, but it is alive and well in Los Angeles. Removal of graffiti cost the SCRTD about $13 million in 1992, money that could have been spent for improving service. The vandals are aggressive, too. In one instance, a transit bus driver suffering chest pains pulled his vehicle to the curb; while one passenger phoned 911 for assistance, teen-agers ripped out a back panel of the bus and sprayed it with graffiti.

Then, Mr. White is going to have the fun of monitoring the fracas in the San Fernando Valley over whether a monorail should be built along Ventura Boulevard or a subway built along the so-called Chandler corridor. By the end of March, a state senator had introduced legislation killing the Ventura Freeway monorail.

A railcar venture of sale and lease-back that was supposed to yield a profit of about $4 million to the Los Angeles County Transportation Commission has turned very sour, and now it appears that the project may lose close to $4 million. The cars involved were those purchased from the Sumitomo Corporation for the Blue Line between Long Beach and Los Angeles.

Metrolink rail commuter service is still struggling with the problem of people trespassing along the line and thereby getting killed — or deliberately committing suicide.

On the more positive side, by the end of March, construction on the new station at Sylmar had begun. The Sylmar stop is the next one in toward Los Angeles from the end of the line at Santa Clarita.

Adding to the fun and games above facing Mr. White, there is the question of the precise location of the Red Line subway in certain places, other subway extensions, the railcar deal for the Green Line and the construction of the Blue Line to Pasadena. Major projects in the near future also include the installation of new trolleybus service in Los Angeles.

Transit should be strongly supported over the years because of Angelinos' concern about air quality. But despite good intentions, even the quest after clean air can go awry. The city of Los Angeles wanted to operate clean-air, natural-gas-fueled buses on three commuter routes in the San Fernando Valley. Delivery of the buses was delayed, and, when they finally arrived about a year behind schedule, it turned out that the transmissions generate a noise about equal to that of a jet plane taking off. Then, to top it off, 20 old buses leased to replace the new buses with the loud transmissions were clunkers and had significant failures of air conditioning systems or just plain breakdowns.

Let's all wish Frank White the best of luck in his new job. Thanks to John Allen Lee for the information.

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Opens Riverside Line

An Interruption in Montreal

If you have visited Montreal, or live in Montreal, you certainly noticed a major interruption in commuter rail service in the summer of 1993. It began on July 3 as the Deux-Montagnes commuter rail line was subjected to the beginning of a major overhaul. The sum of 108 million Canadian dollars are to be spent on the modernization of the commuter line. Built before the First World War by the Canadian National's predecessor, Canadian Northern, the line has not received a major capital infusion or rehabilitation in many years. The line will be completely renovated and significantly improved. Before the upgrading, it took 55 minutes to ride between Central Station in downtown Montreal and Deux-Montagnes. This time will be cut by about 20 minutes for a 35-minute service.

The period of construction starting in July 1993 and continuing for 14 months will include replacement of the rails, work on the signal and communication systems to bring them up to modern standards and also establishing a test track for new passenger cars. Station renovations also began in the summer of '93 and are expected to continue for two years.

In any event, in order to give the work crews room and time to begin the formidable chore, there was no rail service between July 3 and August 29; bus service was substituted for the duration. The line will be shut down again for about the same period in 1994 and again in 1995. This is something that the folks in England call "possession by the engineers." And it is what Philadelphia is doing in its remodeling and renovation of the former Reading Company line north of the old Reading Terminal in downtown Philadelphia. Thanks to Gustav R. Portelance for the information.

New York Area News

The New Haven line of the Metro-North Commuter Railroad will have its third-rail portion extended 2.6 miles between Mt. Vernon and Pelham. This replaces the catenary that has been in place since electrification in 1907. The third rail, carrying 650 volts, will be powered by a substation built close to the Mt. Vernon East rail station.

The three stations serving the Mt. Vernon area — Fleetwood and Mt. Vernon West on the Harlem line, and Mt. Vernon East on the New Haven line — are troubled by graffiti and litter. Some folks contend that the stations look like a city dump. Debris ranges from cigarette butts and coffee cups to plastic jugs, tires and automobile parts. Major clean-ups have been initiated.

In mid-May, Metro-North officials unveiled a plan to construct a third track between Mt. Vernon West station and Crestwood station along the Harlem line. With a third track in place, Metro-North will be able to schedule more peak-hour trains and eliminate a major bottleneck to rush-hour train movement. Some residents are concerned because they have mistakenly built sheds or put in gardens along the railroad right-of-way.

Bad news for the Union Railcar Partnership of Yonkers. The company was underbid on a contract to supply rapid transit cars for Taipei's expanding transit system in Taiwan. Siemens, Inc. of Germany won the contract. Union Rail now hopes to win a contract for 200 to 400 subway cars for the New York City subway system. Unfortunately, the contract will not be awarded until 1995, and it may be too late to save the Yonkers company.

And then there is the matter of 16-year-old Keron Thomas. He became famous when he dressed himself as a subway motorman and ran a ten-car A train on the New York City subway system for two and a half hours on May 8, 1993. Unfortunately for him, two stops before the end of his trip from Manhattan to Queens and back, he ran into a curve too fast and set off the emergency brakes. He didn't know how to reset them, and that ended his ride. Thomas has been fascinated by the subway, and the youth spent many hours hanging around subway terminals and talking with operating personnel. Thanks to Bill Fennelly for the news.

Oh, yes. Bill also sent along a copy of the request for federal financial assistance by the Metropolitan Transportation Authority of New York. It is planning to spend a total of $30.1 million to rebuild and rehabilitate subway cars and $636.9 million for passenger station rehabilitation. Wow! Big transit doings in the Big Apple.

Flashes

Congratulations to **NEW YORK CITY TRANSIT AUTHORITY** on its 40th anniversary on June 15, 1993. The Transit Authority was established because the predecessor Board of Transportation was suffering from mounting deficits in its operations of the system. For decades, the New York subway ride was available for the fare of a nickel. Politicians kept the fares below cost; one result was billions of dollars of deferred maintenance. When the T.A. took over the system, it raised the fare from 10¢ to 15¢, resulting in a 29% increase in revenue and an 11% decline in revenue passengers.

Tim Moriarty informs me that recent talk about additional commuter trains on the **VIRGINIA RAILWAY EXPRESS** has evaporated for the present. The idea was to run extra trains at midday and at rush hours to improve the quality of service. VRE service improvements will be delayed because of difficult negotiations between the

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Construction of the 12.4-mile-long **TASMAN LIGHT RAIL CORRIDOR** in the Santa Clara County area south of San Francisco Bay is apparently about to get under way. The system will extend westward from the northern end of the existing San Jose light rail line to Mountain View; the line will also run eastward to Hostetter.

MORRISON-KNUDSEN Corporation just delivered three new locomotives to Florida's Tri-County Commuter Rail Authority. They are expected to improve the operating efficiency and reliability of the service. Tri-Rail is looking ahead two years when it will be fielding 44 to 48 weekday trains. This is an increase from 16 when the operation started in 1989 as a temporary traffic mitigation project for I-95. The Interstate was then in the process of being completely dismantled and put back together again in a major rehabilitation project. For additional information on Tri-County Commuter Rail topics, contact Gloria Y. Jacaruso, 305/728-8512.

It is not unlikely that the **MASSACHUSETTS BAY** Transportation Authority will extend its Blue Line northward to Newburyport from its current terminal point at Revere. The project is scheduled to get under way as soon as 1997, if the tentative plans become firmed up.

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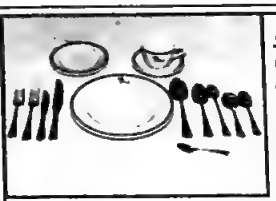

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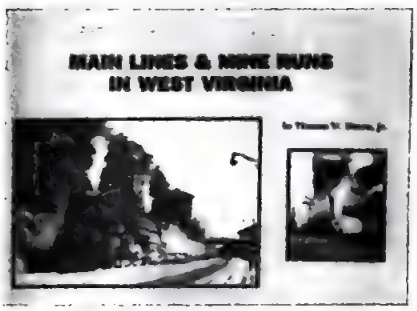

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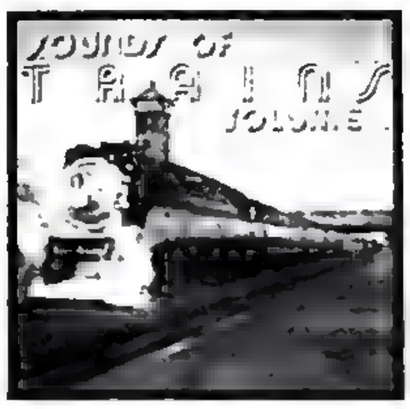

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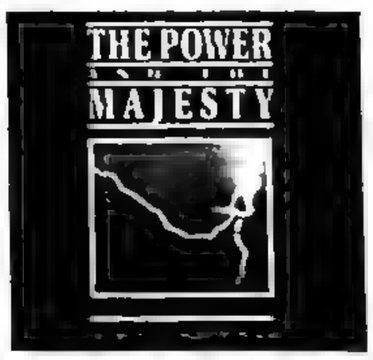

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them with newer power. Repairs included a cracked cylinder head on 42 and worn main bearings on the others. So, for the foreseeable future, there'll be two Baldwins coupled "glass-end out" in regular service in gold rush country. The 49-mile Sierra usually runs Monday, Wednesday and Friday with crews called at 6:00 a.m. at the Oakdale enginehouse (roughly 30 miles east of Stockton). The Sierra rosters three S12s, numbers 40, 42 and 44.

Part of the reason for keeping two Baldwins running is expected new traffic; the mill at Standard will begin receiving logs from northern California and Oregon. Log-laden cars may have already started arriving by the time you read this — TED BENSON.

KCS F7A 73D Now on display at Decatur, Arkansas, is Kansas City Southern F7A 73D (formerly 4090), which had been converted into an unpowered road slug by the KCS in the late 1970s. It had since been stored at Decatur for several years and was recently moved adjacent to the depot, which now houses a museum. The 73D was repainted into its original KCS paint scheme along with a home-built KCS bay window caboose, and the two are now together alongside the old Decatur depot (page 81) — DAVID SMITH.

"CHESAPEAKE & OHIO 2765" hit the road as scheduled following the NRHS Chicago convention, where it made its last appearance of 1993 as Nickel Plate 765. At the Ft. Wayne Railroad Historical Society's shop just east of Ft. Wayne, Indiana, the 765 was modified with pump shields off C&O 2-8-4 2700, got its headlight relocated and had its smokebox adorned with a new 2765 oval number plate — the plate from the original C&O 2765 had been located and was loaned to the crew so that they could cast an exact duplicate. Proper C&O lettering completed the conversion.

While there are numerous details that differ between the converted Nickel Plate Road Berkshire and an original C&O Kanawha (different pilot, booster trailer truck and reversed sandbox and steam dome), the 2765 "Kanerkshire" or "Berkanawha" makes a pretty convincing stand-in (see MARKERS and page 82).

The C&O 2765 began its 1993 season on August 3 by doubleheading with N&W 4-8-4 611 on a ferry move from Ft. Wayne to Fostoria, where the 2765 turned north and 611 continued east. The 2765's excursions on CSX began on August 14 a trip from Livonia to Holland, Michigan. The Sunday trip to Saginaw was canceled by the Bluewater Michigan Chapter NRHS due to poor ticket sales, and the 2765 used that day to make a ferry move down the old C&O main line from Toledo to Fostoria and then east on the B&O to Akron, for the following weekend's trips to Pittsburgh. On the Sunday Pittsburgh trip, the left number 2 side rod bearing overheated, and the 2765 was sidelined at Youngstown, but the problem was minor and easily fixed. See TIMETABLE for a schedule of the remaining trips.

The 1993 trips were approved by CSX to provide the Ft. Wayne group an opportunity to earn operating revenues to keep 765 on the road and to help finance the restoration of C&O 2700, now in the Ft. Wayne shop. The modification of the NKP engine to a C&O appearance was to avoid forcing CSX to support a locomotive carrying the image of a predecessor of rival Norfolk Southern.

Incidentally, 1994 will be Nickel Plate 765's 50th birthday, and plans are to restore her to as-built Lima 1944 appearance in detail and lettering. So if you want to see "C&O 2765," do it this year!

A-B-A "CNJ F3s" The Anthracite Railroads Historical Society's long-awaited A-B-A set of CNJ F3s is about to become a reality. On August 4, 1993, CNJ F3A 57 was wearing a nearly complete paint job and was sitting on the turntable lead in Jim Thorpe, Pa., to be turned. Unfortunately, the turntable didn't operate, and the 57 will have to be turned at Scranton just before Steamtown's Railphoto '93 weekend on September 18-19, where the trio will officially debut. On August 4, the 57 was run for the first time in 18 months. Only a very light plume of smoke resulted (page 81) — the BAR had taken very good care of that unit.

The recreated "CNJ 57" was originally Bangor & Aroostook 44, and the unit is now owned by the Tri-State Chapter NRHS. The ARHS owns "CNJ 56," originally BAR 46, and "CNJ D," former-Boston & Maine F7B 4268 which ARHS cosmetically modified to an F3B appearance (CNJ D is mechanically serviceable but as yet doesn't operate). Tri-State leased its BAR 44 to ARHS to complete the set and to speed up restoration. When the restoration is finished, number boards will display "56D57" to recreate an as-delivered set of CNJ F3s. Combining the road numbers of the entire set was CNJ's way of avoiding a union crew on each locomotive "section." The world's only operable "chicken wire" F3s will see action at Steamtown, and several fantrip and photo freight options are being arranged — RICH JAHN.

THE HUCKLEBERRY RAILROAD Rio Grande K27 Mikado 464 was the star of the 1993 Railfan Weekend on the Huckleberry Railroad in Flint, Michigan, on August 14-15. Special consists of matching passenger cars — and they have some beautiful and authentic equipment — and an East Broad Top hopper were used behind the "Mudhen" and the GE centercab diesel in DL&W-inspired livery. A night session was held Saturday (page 82) with the K27 posed behind one of the Crossroads Village structures.

The Alaska Engineering Commission 1920-built Baldwin 4-6-0 was nearing completion of a long and thorough overhaul in the Huckleberry's well-equipped shop, and it should be ready for service in October and used during the Huckleberry's annual "Christmas rush." Number 2 will be splendid in an authentic "Baldwin builder's photo" livery with not a trace of "amusement park" red paint.

The next Railfan Weekend has been scheduled for September 17-18, 1994, and it should see both the 4-6-0 and K27 in action.

"WM" 2-8-0 734 Western Maryland Scenic unveiled its newest steam locomotive during July. Ex-Lake Superior & Ishpeming 2-8-0 No.34 has been cosmetically redone to resemble a Western Maryland H-7b (page 82). The 1916 LS&I Baldwin has had its Worthington BL feedwater heater removed and replaced with a cross-compound air pump. New cab side sheets were made up with the WM-style single window. The big tender, acquired from CSX work train service, is believed to be ex-NYC, although no documentation has been found. An authentic WM whistle is on loan from the Western Maryland Railway Historical Society.

Having last run in the 1950s, this engine needed a great deal of work to get back into running shape. They were originally hoping to have her ready in May, but final work took longer than expected. This engine makes a very respectable stand-in for similar WM power. The general proportions, dome shape and big tender are typical WM style. Replace the ladders from the running boards to the pilot with simple steps and add a "rock knocker" pilot, and even the reasonably knowledgeable railfan could easily be fooled.

The WMSR operates Wednesday through Sunday from the old Western Maryland station in Cumberland to the former Cumberland & Pennsylvania station (now converted into a restaurant) in Frostburg. Trips depart Cumberland at 11:30 a.m., with an extra 4:00 trip on Saturdays. An expanded schedule is expected in October during the fall color season. Phone 800/TRAIN-50 for current information — DEANE MELLANDER.

WISCONSIN & MICHIGAN Since June 12, 1992, the Wisconsin & Michigan Railroad has been providing freight service on 33 miles of leased Wisconsin Central (ex-Soo Line) trackage from a WC connection at Mellen, Wisconsin, to Ironwood and Bessemer, Michigan. The line was built to serve iron mines in the Ironwood/Bessemer area. Iron ore business ceased about 1965, with both the C&NW and Soo traffic in the area declining drastically and the North Western eventually abandoning its lines throughout northern Wisconsin and western Upper Michigan. The Soo also ceased operations many years ago, but the unused line was included in the WC takeover in 1987. Freight traffic has been minimal, but plans are big. The railroad hopes that waste iron ore left over at several mines in the area will generate traffic, along with wood shipments.

The big story on the W&M is motive power. The company has leased all five of LS&I's 2300-series U23Cs and RS3 1604 and has purchased 15 passenger cars from the Algoma Central, along with some ACR cabooses. The W&M began running weekend passenger trains on May 29, 1993, using ex-LS&I U23C 2301 and the Algoma Central coaches. Trains depart Ironwood at noon, 2:00 and 4:00 p.m. Originally, the passenger runs made an approximately 1½-hour, 16-mile round trip to the old Hoyt Yard between Pence and Iron Belt, Wis., but trips have been expanded east to Bessemer and west to Mellen. The line is in decent shape, with 100-pound rail

WISCONSIN & MICHIGAN U23C 2301, one of five leased from the LS&I, had a W&M excursion rolling through Ironwood, Mich., on July 8, 1993.

NEW AT PORTOLA in mid-1993 is U.S. Army Fairbanks-Morse H12-44 switcher 1857 from the Oakland Army base. Portola volunteers had some fun with 1857 by posing it at "Malfunction Jct."

STEVE GLISCHINSKI

STEVEN D. JOHNSON

GARY JEWERS

KEN ARDINGER

"MISSOURI, KANSAS & SOUTHERN" U25B 5344, at Nashville, Tn., on July 24, 1993, after use in the made-for-TV movie *Conviction*, is a dressed-up Nashville & Eastern unit still in CSX paint. Initial filming occurred between Nashville and Mt. Juliet on the N&E. The film should air in 1993.

METROLINK F59PHs 873 and 872 were sitting in Tacoma, Washington, on August 21, 1993. Both F59s were en route to CEECO in Tacoma for a carbody modification requiring some repainting. Strict environmental laws in California prohibit some types of painting from being performed there.

most of the way. East of Hoyt to Bessemer it gets worse, with 85 to 90-pound rail badly in need of surfacing. Plans for maintenance are in the works. Most of the line is paralleled by Wisconsin Highway 77, but photography can be difficult because of the trees which have grown up in the years the line was unused.

The W&M played a part in the *Great Lakes Explorer* rare mileage trip operated by High Iron Travel in early July. After covering WC's White Pine Branch, the *Explorer* riders were bused over two miles from North Bessemer to Bessemer to board the W&M train. Both the W&M and WC trains proceeded to Mellen on their own lines, staging a meet at Mellen so passengers could reboard the WC train.

"MISSOURI, KANSAS & SOUTHERN" For several weeks this summer, Nashville & Eastern U30Bs 5339 and 5344 were relettered for the fictional "Missouri, Kansas & Southern" for filming of the Republic Pictures made-for-TV movie *Conviction*, which will be aired on CBS. Initial filming took place on the NERR between Nashville and Mt. Juliet, Tennessee, on July 17. Also used in the shooting was Tennessee Central Railway Museum's ex-SCL class M-8 extended vision caboose, which is currently being refurbished and repainted into an Operation Lifesaver scheme. Railroad artifacts such as lanterns and crossbucks from the museum's collection were used in some scenes shot in a Nashville country & western theme bar called "The Wrangler." Other filming north of Nashville at Springfield was scheduled for August 7. MK&S lettering was applied only to the engineer's side of the 5339 and the fireman's side of the 5344, plus heralds on the noses of both units.

In other Nashville & Eastern news, the railroad earlier this year acquired ex-CSX U30B 5323 from sister short line West Tennessee Railroad. The unit was originally L&N U28B 2504, uprated to 3000 h.p. by the L&N. During the summer, the NERR sold its last ex-AT&SF CF7, 2525, to Midwest Coal Handling of Paradise, Kentucky. Having once rostered a mix of U30Bs, CF7s and RSD12s, the NERR is now an all-GE operation — STEVEN D. JOHNSON.

NEW AT PORTOLA The summer of 1993 has seen yet another addition to the growing collection of locomotives at the Portola Railroad Museum in northern California. The latest is a Fairbanks-Morse H12-44 switcher built in 1953. Appearing to be in excellent condition, F-M 1857 was acquired from the Sierra Army Depot at Herlong, Cal., which depot manufactures ordinance and explosives in the desert north of Reno, Nev., and now utilizes a new GE unit to handle the switching chores to its connection with the UP. Upon arrival at Portola, the 1857 was still in its Army dress of black with small white markings, yellow handrails and diagonal yellow hash marks around the entire frame — GARY JEWERS.

METROLINK F59PHs Los Angeles' Metrolink commute F59PHs 872 and 873 arrived at the CEECO locomotive rebuilding shop in Tacoma, Wash., on August 22, 1993, for a small carbody modification which would require repainting a metal panel. Since strict EPA rules in the Los Angeles area prevent the paint work from being done there, CEECO was contracted by GMDD of London, Ont., to do both the modification and painting. All 23 Metrolink F59s (851-873) will ultimately get the work.

What happened to the Lake Michigan carferries? PART TWO

Farewell to the Ann Arbor and Grand Trunk

by Bruce C. Nelson

With its north-south orientation, Lake Michigan has long presented a nearly 300-mile long barrier to the predominantly east-west traffic across the upper Midwest. And 100 years ago, Chicago, where nearly every railroad rounded the southern tip of the lake, was a traffic jam of monumental proportions that often involved more than a week of yarding, interchange and transfer runs to get cars through the bottleneck. As a result, a number of Midwestern railroads began to explore the option of moving rolling stock across the lake in boats. The railroads which ultimately developed Lake Michigan fleets were the Ann Arbor, Grand Trunk Western and Pere Marquette (later to become Chesapeake & Ohio).

Marine railcar transport was not a new concept when cross-lake service was begun by the Ann Arbor in 1892, as barges and carferries had proven themselves quite useful on rivers and in harbors. Unprecedented, however, was the magnitude, manner and conveyance of transit that were required by the oftentimes hostile weather conditions of Lake Michigan. The carferries rapidly evolved into a somewhat standard appearance with similar capacities and performance characteristics. The cross-lake transit times ranged from about four hours to seven hours, depending on the route and speed of the boat.

Manitowoc Shipbuilding emerged as the standard bearer in carferry construction, which peaked just prior to the Great Depression. The last carferry built by Manitowoc survives (albeit currently out of service) as the *City of Midland 41*, as do the last two carferries ever built for Lake Michigan service, the *Spartan* and *Badger*, outshopped by the Christy Corporation of Sturgeon Bay, Wisconsin, in 1952.

The more or less standard design was that of a fully-enclosed stern-loader. Bow loading was tried but deemed impractical due to the often severe weather conditions encountered on the lengthy lake crossings. A fully enclosed superstructure was necessary to protect the vessels' contents from the fierce winter storms encountered in year-round operations.

Each boat (ocean going vessels are referred to as ships, while those confined to the Great Lakes are boats — regardless of size) had four roughly parallel, level tracks for rail car storage and extra rails to provide jacking support for securing cars when rough sailing was anticipated. Stern and slip configurations were standard, allowing the ferries interchangeability at the many ports of call. To provide docking maneuverability without tugboat assistance, reversing propellers were standard features on most boats; this also helped in the ferries' never-ending battles with lake ice. The Ann Arbor's *Viking* also had bow thrusters.

Varying levels and capacities of passenger accommodations came with each boat, depending upon the period of construction and what the owner road's intentions were in terms of market base. Passenger space was scarce on early ferries, as freight cars were the main source of revenue. Soon, however, the growing tourism industry in Wisconsin and Michigan encouraged an increase in passenger amenities on board newly ordered and rebuilt boats. This often included Pullman-style bedrooms and staterooms and expanded facilities for meal service.

The concept of carrying automobiles on the carferries, pioneered by Pere Marquette, was not pursued vigorously until the *City of Midland 41* was christened in 1941. Whereas the older boats could handle autos on a space-available basis on the rail car deck, the *41* was the first to have an auto parking area designed into her boat deck, directly above the rail car hold. Loading ramps at Ludington and Manitowoc for autos to reach the upper deck of the *41*

BLACK & WHITE PHOTOGRAPHY: ELMER TRELOAR

Last of the Lake Michigan carferries

GRAND TRUNK WESTERN kept a switch engine at Milwaukee to work its carferry slip on the Kinnickinnic River, where SW900 7229 was loading the *Madison* in August 1965 (**above**). The *Madison* was entering Muskegon (**left**) on March 22, 1964. When built by Manitowoc in 1927, the 348-foot *Madison* was nearly identical to *Ann Arbor No.7* of 1925, which was renamed *Viking* after being converted to diesel power in 1965. The *Viking* was being loaded (**below**) at the Soo Line's slip in Manitowoc in August 1973.

were planned for 1942 but postponed because of World War II and not erected by C&O until 1955, finally allowing for their ferries to cater fully to the touring public while not ignoring the rail freight. Grand Trunk and Ann Arbor ferries were not constructed with auto carriage in mind, but cars were accepted on the Annie in later years as capacity on the rail deck permitted.

Normal mechanical technological advances took place in ferry engineering throughout the years, but one phenomenon never caught up with the boats' construction: diesel propulsion. True, two Ann Arbor boats were rebuilt with diesels, but no lake carferry was ever delivered from the shipbuilder that way. One might assume that this peculiarity was due to the age in which the boats were built, and that notion would be fairly accurate. Neither Ann Arbor nor Grand Trunk purchased new boats after the diesel age descended on the nation's railroads. The coal-conscious C&O had the *Spartan* and *Badger* built each with two with modern four-cylinder steeple compound Skinner Unaflow engines, packing 7650 horsepower, supplied with 450 p.s.i. steam

ABOVE: EKTACHROME, JIM BOYD / BELOW: KODACHROME, JIM BOYD

THE CLASSIC LINES of Grand Trunk's *City of Milwaukee* were evident as she steamed past Milwaukee's Jones Island breakwater on October 26, 1954 (**above** and **opposite bottom**). In 1979 she was sold to the State of Michigan for $2.00 for service on the Ann Arbor. Built in 1898 and enlarged in 1923, *Ann Arbor No.3* was under steam (**opposite center**) at Frankfort, Mi., on July 7, 1958.

by four Foster-Wheeler coal-fired water-tube boilers. The *City of Midland 41* has two five-cylinder simple Unaflows supplied by four Foster-Wheeler water-tube type D boilers at 325 p.s.i., rated at 6362 h.p. Thus, today's Lake Michigan Carferry Service fleet represents the last of the Great Lakes' coal-fired boats — true anachronisms in this age of high technology!

The three players

The three carriers that invested heavily in Lake Michigan car ferries were the Ann Arbor Railroad, the Grand Trunk Milwaukee Carferry Company (a subsidiary of Grand Trunk Western) and the Flint & Pere Marquette Railroad (later simply Pere Marquette). All three operated a number of boats on several routes well into the mid-Twentieth Century. In fact, entire marine operating divisions were forged to handle the intense traffic and peculiar business of running the cross-lake service. The ultimate irony was the Ann Arbor, whose marine route mileage at one time exceeded its land-bound rail mileage!

In a manner characteristic of American locomotives, early boats of the Pere Marquette and Ann Arbor were merely numbered, not named as were most bulk carriers and luxury liners. This tradition was broken by the Grand Trunk, which named all of its ferries, and later by the Ann Arbor which named the boats delivered or rebuilt after the First World War. The two ferries ordered by and delivered to C&O officially carry names only, but in reality, the *Spartan* and *Badger* were often referred to as the "42" and "43."

When lake carferry service was booming, sizeable fleets of boats were owned and operated by each of the three main players. The Michigan ports of Frankfort, Ludington and Muskegon were literally beehives of rail and marine activity around the clock. Wisconsin's ports of Kewaunee, Manitowoc and Milwaukee, served by two carferry operators each, were equally bustling with several daily arrivals and departures from the Eastern roads' boats. To a lesser extent, the Michigan ports of Menominee and Manistique hosted ferry service only by the Ann Arbor. The C&O and GTW even kept their own switch engines and train crews stationed in Milwaukee to service their boats.

Ann Arbor

The pioneer of Lake Michigan operators, Ann Arbor inaugurated carferry service between Frankfort and Kewaunee in 1892. In its heyday, the Ann Arbor operated boats out of Frankfort to Manistique, Gladstone, Menominee, Kewaunee and Manitowoc. The Ann Arbor had only three boats when the Gladstone route was discontinued in 1902. The fleet reached a zenith of six boats and four routes in with the delivery of the *Wabash* in 1927 (the other boats at that time were *Ann Arbor* numbers *3* through *7*). Things went along rather smoothly until 1968, when its fleet and routes quickly shrank until only one boat was in operation on one line in 1973. The demise had begun when the Manistique route succumbed in 1968 and the Menominee line in 1970. This left service only to the Green Bay & Western at Kewaunee and the Soo Line and C&NW at Manitowoc.

In the late 1950s the Ann Arbor had embarked on a rebuilding plan to update its fleet. Two boats, the *Ann Arbor No.6* and *No.7*, were dieselized with Nordberg and EMD engines respectively and modernized to permit them to carry larger dimensional loads. They returned to service named *Arthur K. Atkinson* and *Viking*. Kewaunee and Manitowoc were served by these two boats until 1973, when mechanical defects sidelined the *Atkinson*, resulting in an embargo of service to the latter port (the AA had long wanted to cease serving Manitowoc anyway).

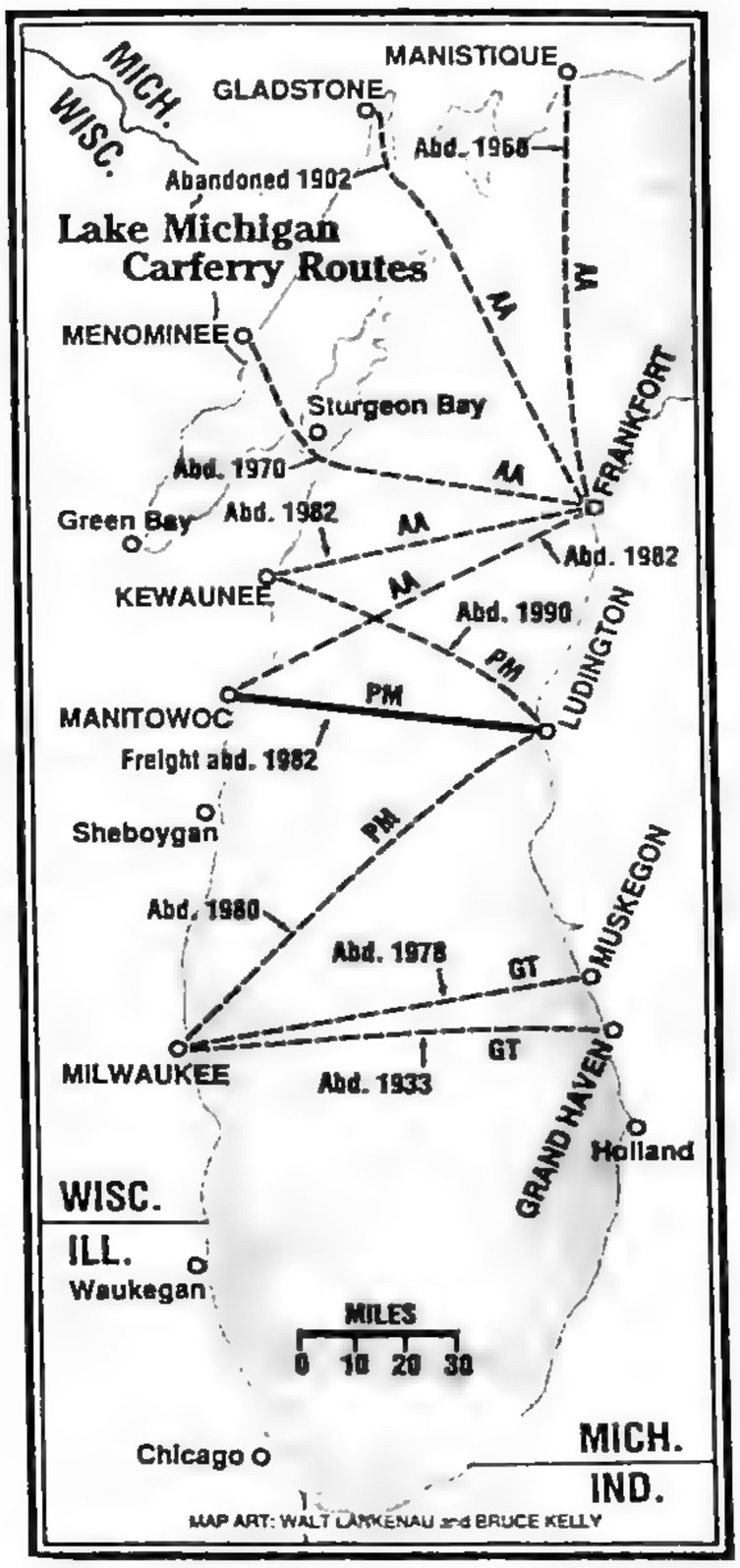
The Ann Arbor's bankruptcy in 1973 made it a prime candidate for inclusion

in the Conrail system, a move that would have surely hastened demise of the ferry service. The State of Michigan chose to subsidize operations instead by purchasing the Ann Arbor and contracting with an operator to run the rail and ferry lines. Michigan Interstate Railway (MIR) was contracted as the designated operator in 1977, commencing service on the former AA main line along with the ferry route to Kewaunee. The Grand Trunk *City of Milwaukee*, purchased by the state for $2.00, joined the *Viking* in service out of Frankfort in 1979 while repairs were begun on the ailing *Arthur K. Atkinson*. Two boats enabled resumption of service to Manitowoc, absent for six years. When the *Atkinson* resumed service, the *City of Milwaukee* was relegated to stand-by duty. Following financial problems in the State of Michigan which in turn affected the Michigan Interstate Railway, ferry service out of Frankfort ceased altogether on April 27, 1982, leaving Chessie System as the last cross-lake operator.

The Grand Trunk

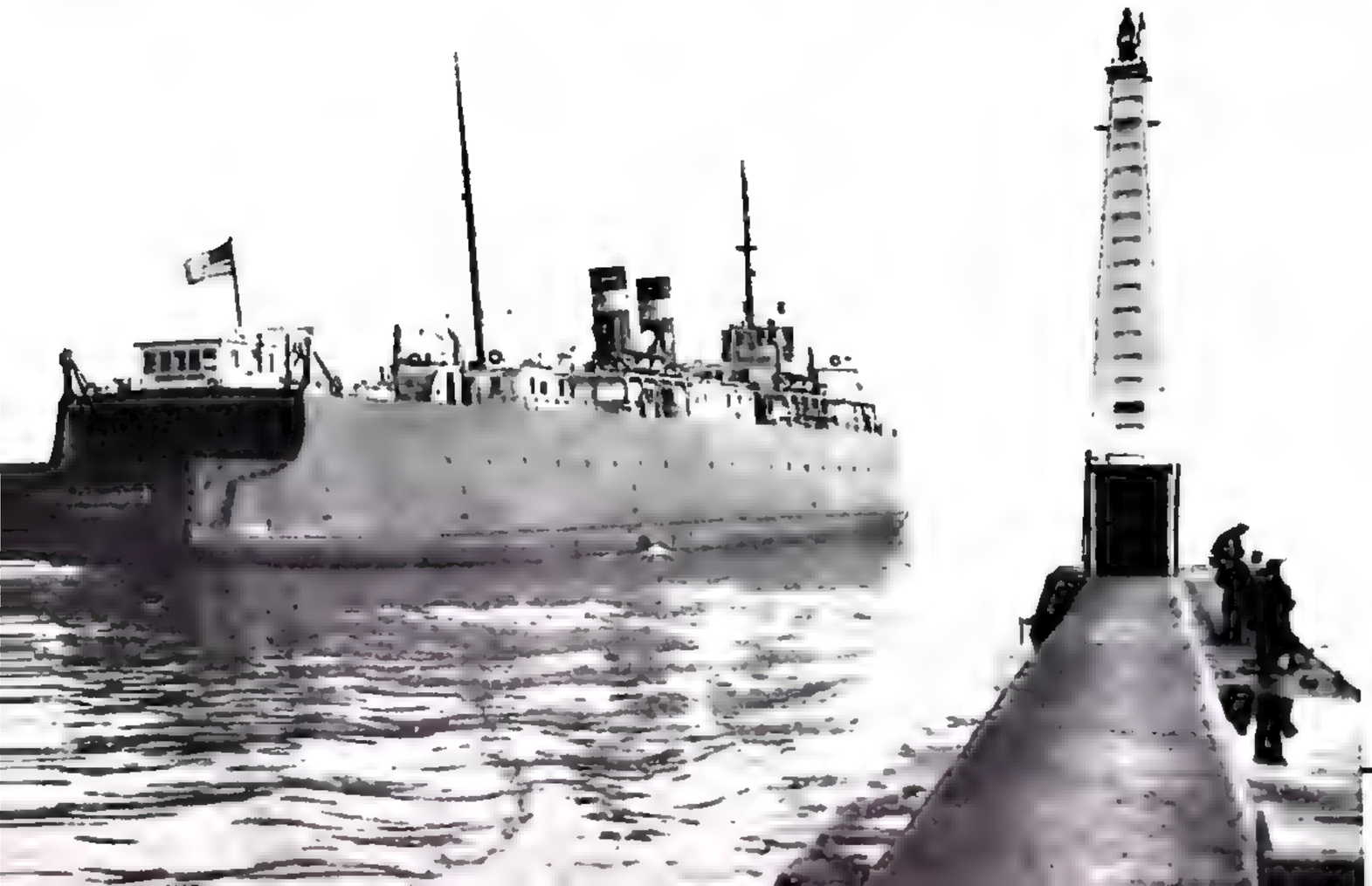
The Grand Trunk Milwaukee Car Ferry Company, a subsidiary of the Grand Trunk Western Railroad, operated for freight service from 1903 until 1978, when its sole route was abandoned. Originally, the GT service ran from Grand Haven to Milwaukee, but the eastern terminus was relocated to Muskegon in 1933 to take advantage of better harbor facilities.

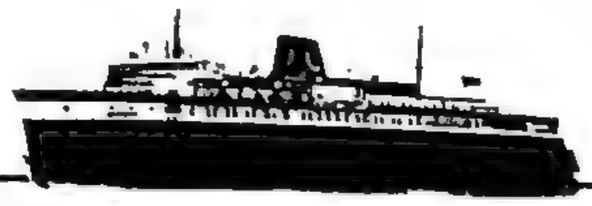
Passengers were accepted aboard the GT vessels until 1971, but only as an afterthought. Grand Trunk's boats were built and Coast Guard certified as freight haulers, and as such had minimal passenger quarters and were restricted to a handful of revenue passengers at any given time. Sailings were often irregular, and passengers were accommodated only if they were traveling at the right time.



Following World War II, the GTMCF thought enough of the future of its operation to undertake two major boat rebuilding projects. In 1947 all three ferries (*Grand Rapids*, *Madison* and *City of Milwaukee*) were converted from coal to oil burners, and in the early 1960s management engaged Manitowoc Shipbuilding to raise the boats' spar decks to accommodate the taller freight cars then gaining popularity on North America's rails.

The *Grand Rapids*, idle since 1970, was sold to a local company in 1975. Grand Trunk's two remaining boats at the time of service abandonment in 1978 were sold in 1979. The *Madison* went to a local dredge and dock company and the *City of Milwaukee* to the Ann Arbor (via the State of Michigan). The Milwaukee-Muskegon route sees no service today.





Chessie's boats

The Chesapeake & Ohio inherited Pere Marquette's fleet and routes (six boats serving three routes) in the 1947 merger and promptly ordered two new boats in the early 1950s — which would be the last ever built. By this time diesels had proven their supremacy in terms of maintenance and operating costs, and even existing coal-fired lake steamers were being converted to oil burners. But C&O ordered their two new ferries with coal-fired steam engines, due to the railroad's intrinsic ties to the coal business. The Skinner Unaflow steam engines mounted in the *Spartan* and *Badger* of 1952 are truly engineering relics, of historic significance comparable to Norfolk & Western's Class J 4-8-4s, constructed during the same period of industrial development.

Cross-lake routes were heavily promoted by the C&O traffic department into the 1960s. The advent of unit trains, pre-blocking and reduced Chicago terminal delays, however, all served to gradually diminish the competitive edge the ferries had held for decades. Eventually, high operating costs, an aging fleet and diminishing traffic caught up with the boats.

The carferries were (and are) labor intensive, to be sure. Average crew size for one of the modern boats for freight carriage was around 60, compared to a train crew of four or five (in the late 1970s). Even with short crew districts, far fewer people would be needed to move a train of freight around rather than across the lake. Chessie management realized that freight could be moved through Chicago for far less than it could be routed across the lake by ferry, and traffic department representatives were eventually encouraged to divert as much traffic away from the ferries as possible. Freight carloadings consequently plummeted.

The Chessie System, which had inherited the remaining C&O service, was looking to get out of the carferry business by the early 1970s. Only three boats were left running on an equal number of routes by the end of the decade. The route to Milwaukee was severed in 1980, only to be replaced by a State of Michigan funded summer-only service for passengers in 1981. Chessie abandoned service to Manitowoc in 1982, prior to its sale of the boats and routes in 1983.

THE MANITOWOC SHIPYARDS drydock held the C&O *City of Midland 41* on October 24, 1954, apparently in for routine maintenance. Stored today at Ludington, the "41" may see service in the future for Charles Conrad's Lake Michigan Carferry Service.

In Part One of our series in last month's R&R, Karl Zimmermann described the transition from Chessie to the Michigan-Wisconsin Transportation Company. As he related, Lake Michigan's last continuously operated railroad carferry route succumbed to modern economics on November 16, 1990, when service to Kewaunee was suspended.

On February 18, 1992, Charles Conrad's Lake Michigan Carferry Service became the new operator of the former-C&O service across Lake Michigan with no provision for carrying rail cars after the Interstate Commerce Commission had received no objections to the proposed abandonment from shippers, and the *Badger* now provides passengers and their automobiles with daily sailings between Ludington and Manitowoc from May through September. As LMCS would no longer use the *Badger* to haul railroad cars, a layer of asphalt was paved onto her main deck, enhancing automobile maneuvering and storage. Modifications were also made at the bow of the 410-foot-long boat that enable vehicles to be turned prior to unloading, thus streamlining the process. In 1992 the *Badger* made 414 crossings and carried over 115,000 passengers, far exceeding its initial goal of 80,000. About 34,000 vehicles also made the trip, and LMCS has created 162 permanent jobs.

Tied to LMCS's success is the future of its two other boats, *Badger*'s twin *Spartan,* for all practical purposes, exists mainly to keep *Badger* in service, having donated parts since it last ran under the Chessie flag. The *City of Midland 41*, however, may see active service again, as the LMCS had her inspected and assessed for seaworthiness and mechanical condition. If business warrants two boats, or if *Badger* is to be removed from service for an extended period of time, the *City of Midland 41* may indeed ply the waters between Michigan and Wisconsin once again.

Of the once proud Lake Michigan carferry fleets, only six boats remain in 1993. The three most recently owned by the Ann Arbor still float but see no service. The *Viking* sits in Sturgeon Bay, the *Arthur K. Atkinson* rests in Kewaunee and the *City of Milwaukee* resides in Frankfort. All are cold and silent, their futures questionable.

The Lake Michigan Carferry Service, having rescued the three ex-C&O boats, which are kept at Ludington, has added another chapter to the apparent nine lives of the fleet whose funnels once sported the feline mascot's silhouette.

Of Betteravia and better days

Mileposts and Memories
Down a Dusty Beet Road

by Ted Benson

Spreckels, California
Sunday, July 11, 1993.

A cool wind off Monterey Bay rustles the leaves of the stately walnut trees lining Spreckels Boulevard, gently caressing row crops fronting the old sugar refinery. Highway traffic is light in the neat-as-a-pin little company town where lettuce fields border a three-building-long business district. Reverential quiet fills the Sabbath afternoon.

Sundays didn't used to be so serene in Spreckels — not during the heart of the summer harvest season. But ten years have passed since Claus Spreckels' showcase factory sliced its last sugar beet. The only people at the refinery this Sunday are a couple of security guards. No visitors are allowed in the factory — especially now. Slowly, surely, from rear to front, the vintage 1899 sugar mill is falling to the wrecking ball.

The sight of the once-mighty factory disappearing in the shadow of the Santa Lucia Mountains underscores the fate of sugar production in the fertile crescent of California's beet country. Refineries have been vanishing from the coastal plain for three decades as the fertile soils around Oxnard and Santa Ana sprout subdivisions and commercial development. Crop rotation in the Salinas and Santa Maria valleys has brought competition from more lucrative harvests. Land rents have soared.

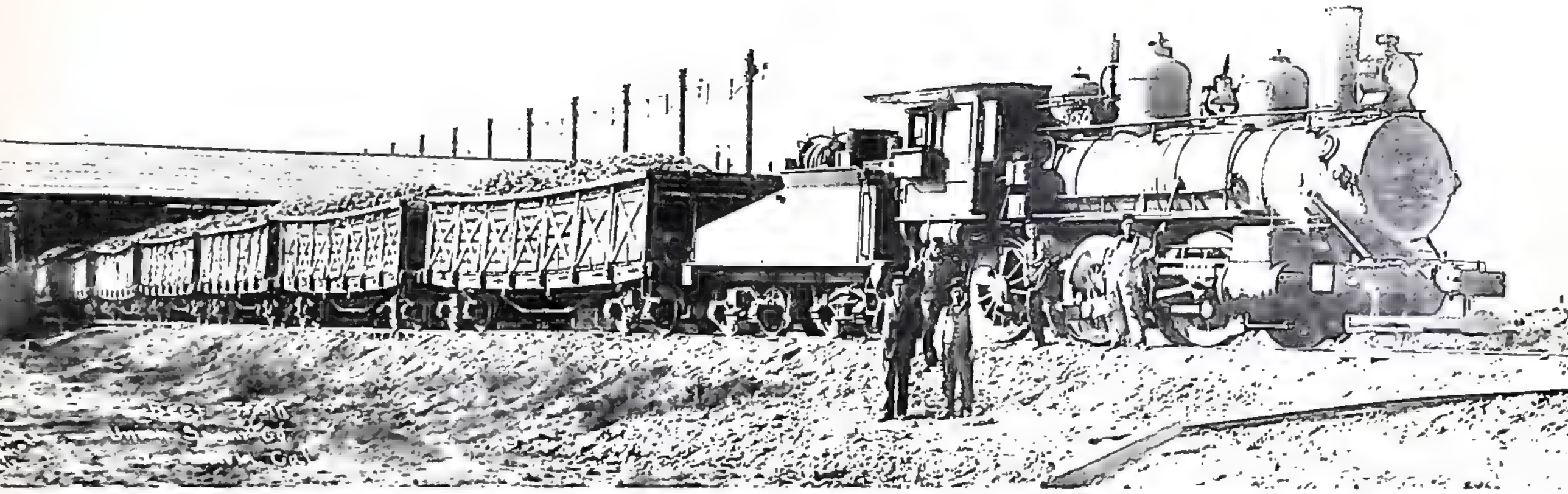
Now, in the bicentennial summer of the sugar beet's commercialization, six years of drought, rising costs of production and lowered sugar prices have left California's beet refiners in disarray. Major producers are reordering operations. Smaller operators are preparing to close their doors. The razing of the factory at Spreckels transcends symbolism.

Golden State beet refiners don't exist in a vacuum. Never did. A quick perusal of such rare volumes as *Steinbeck Country Narrow Gauge* (Pruett, 1985) and *Oil Lamps & Iron Ponies* (Bay Books Limited, 1949) reveals the role railroads played in the development and continuing success of the beet sugar industry. And it was here, on the central coast of California, that the sugar carriers saw their finest hours.

California sugar railroads came in all sizes. First there were the boutique operations: narrow gauge pikes like the Pajaro Valley Consolidated, that turned into a three-foot-wide conveyor belt to pioneer factories in Watsonville and Spreckels, and the Pacific Coast Railroad, whose steam and electric powered beet trains served growers around Santa Maria. The slim gauge roads were gone by the late 1930s, but such standard gauge short lines as the Santa Maria Valley Railroad and Ventura County Railway (the "Beet Belt Route") counted the sweet tubers as a

THE SHOWCASE of the Spreckels Sugar empire, the main refinery at Spreckels, California, was slowly yielding to the wrecking ball on July 11, 1993. It would be gone by September.

PHOTOGRAPHY TED BENSON, EXCEPT AS NOTED



ASTIN PHOTO / UNION SUGAR COLLECTION COURTESY HOLLY SUGAR CORPORATON

MAXWELL SWAN (between the main and rear driver) and the rest of Union Sugar's switch crew posed with leased SP 0-6-0 1073 at the Betteravia beet unloading sheds in 1909. The "highline" unloading trestles and flumes were built on this site. That 1876 Schenectady 0-6-0 was scrapped in 1913. Rolling stock of both gauges congregated in Betteravia's yard (**below**) in 1909 as Pacific Coast Railroad narrow gauge beet cars at the unloading shed in the distance shared tracks with SP lime rock gons in the foreground. The lime rock, quarried near Lompoc, is essential in the beet refining process.

waybill staple as long as the business allowed.

And, of course, there was the Southern Pacific.

Beets and the Espee were a perfect match. Everywhere the roots were grown or processed, SP was there — carrying the raw product from field to factory and shipping the finished goods across the nation. Espee's network of lines across California allowed beet growing areas to expand to the Sacramento, San Joaquin and Imperial valleys. When new refineries were erected, SP invariably provided rail connections. Even that old anti-monopoly monopolist Claus Spreckels had to admit: the California beet sugar industry that emerged as America's leading producer could not exist without Southern Pacific.

But the economies of scale that dominated Espee's beet haulage in the post-World War II period had vanished by the 1980s. The days of the three-ton bobtail driving to the nearest rail beet dump were gone. Double-semi highway rigs going straight to the refinery took a healthy bite out of SP revenues.

The price of hauling the harvest had gone up as well. Diesel fuel costs increased ten-fold. SP's fleet of 1600 composite gondolas, the backbone of beet service, was wearing out at an alarming rate. Stumbling into a twilight zone of deregulation and saddled with a traffic base that was anything but recession-proof, Espee placed the responsibility for beet service squarely on the shoulders of the sugar companies. If the refiners still wanted rail delivery, they'd have to provide their own cars.

For Spreckels, SP's 1981 bailout was

ASTIN PHOTO / UNION SUGAR COLLECTION. COURTESY HOLLY SUGAR CORPORATON

the last straw. Corporate parent Amstar bought a portion of the remaining beet gon fleet — but only as insurance until conversion to truck transport could be completed. By the time Spreckels put all its beet traffic on asphalt, the flagship refinery had closed. A decade later, Claus Spreckels' namesake community was a ghost of better days, memories blowing away down the Salinas Valley on the soft summer wind.

Betteravia, California

Monday, July 12, 1993.

The work week dawns gray and gloomy, fog hanging low in the eucalyptus trees west of the Holly Sugar refinery. A string of ancient wood and steel gondolas rests on the light rails of the Santa Maria Valley Railroad's Gum Siding, shiny wheels standing in bright contrast to the fresh patches of rust that have formed on the sidetrack overnight. A Nathan M-3 horn cuts through the mist, announcing the arrival of SMV's 7:00 a.m. crew with the first cut of loads off the SP interchange at Guadalupe. The rails on Gum Siding won't stay rusty for long.

Betteravia! The name was poetry to the ears of such legendary boomers as "Haywire Mac" McClintock and Maxwell Swan, knights of the iron road who considered five months working the beets a paid vacation.

Betteravia "was a garden" in Swan's memory, where saucy señoritas serenaded the lanky switchman from the front porch of a company house. "Life was sweet when you could prop yourself against the trunk of a giant eucalyptus tree and smell the brine-laden ocean breeze that swept in from the valley below," Swan noted in the July 1945 RAILROAD Magazine.

"Short spasms of labor," three squares a day in the company hotel and a bed "as comfortable as any I've ever slept in," McClintock recalled in the November 1947 issue. "I had never dropped into a softer spot."

"*Betterave*" — French for beet root — provided a name for the company town Union Sugar located at its factory site west of Santa Maria in 1897. Opened for business in 1899, the new refinery united the beet growers of San Luis Obispo and Santa Barbara counties around a central processing facility. Situated on the shore of Lake Guadalupe to ensure a reliable source of fresh water for the thirsty refining process, Betteravia blossomed in the first two decades of the 20th Century.

Railroads were central to the operation. Southern Pacific came in from the west, completing a five-mile branch from Guadalupe in 1899. Pacific Coast's narrow gauge rails arrived from the east in 1898, beginning with a steam-powered branch off the San Luis Obispo-Los Olivos main line, replaced in 1909 by an electrified spur from the Guadalupe branch.

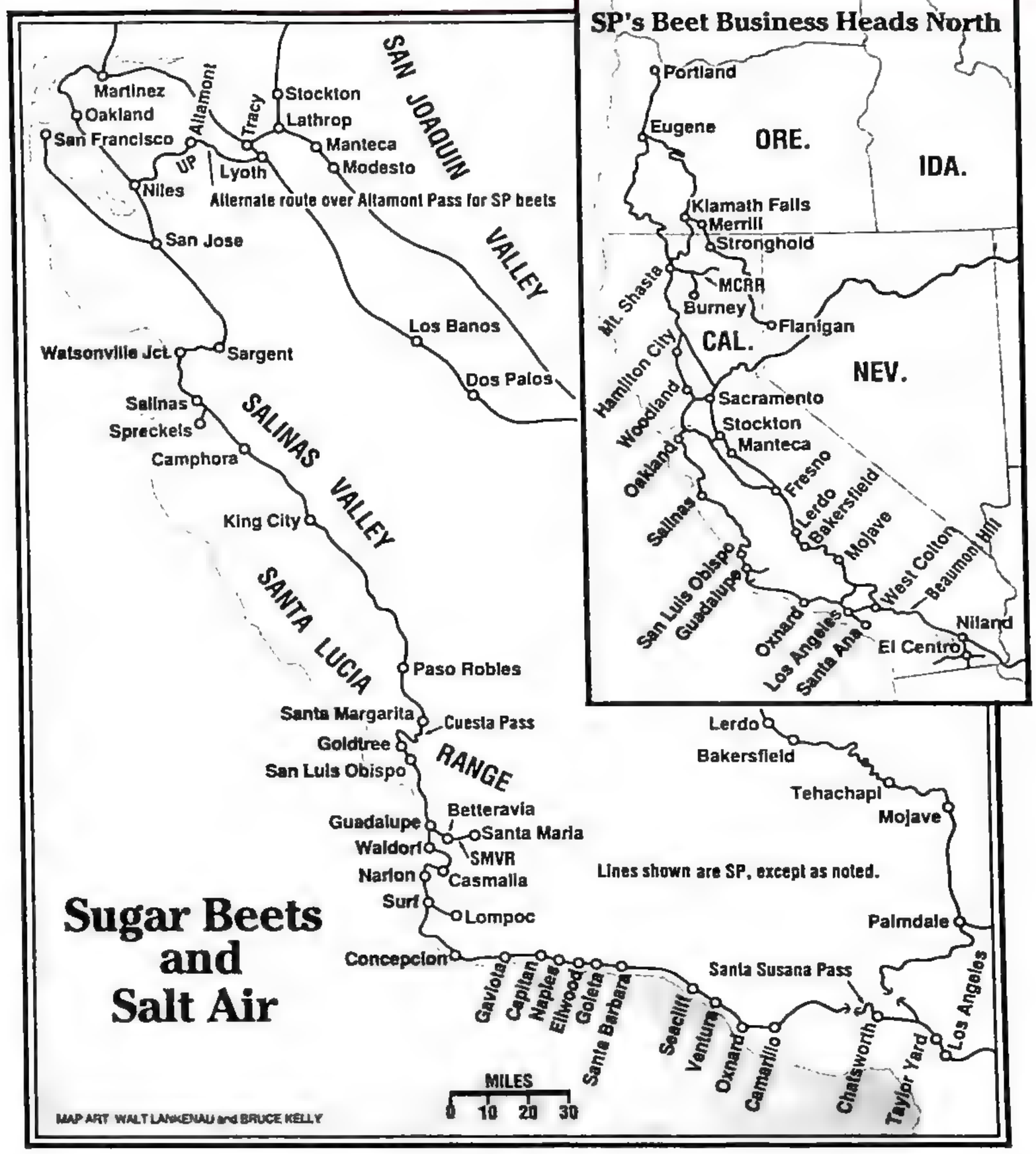
Union Sugar switch crews working leased SP 0-6-0s handled deliveries from both roads, providing the boomer "snakes" with highly-desired link and pin experience on PC's tiny beet cars. Three-rail yard tracks and catenary wire gave the sugar mill a unique layout.

Life at Betteravia got more interesting following the discovery of oil in the Santa Maria Valley in 1900 and the subsequent chartering of a standard gauge railroad to serve the new industry. Opened for traffic in November 1911, the Santa Maria Valley Railroad quickly reached agreement with SP to take over operation of the Betteravia branch.

In time, Union turned its factory switch job over to the "Smokey." Expansion of paved roads in the valley brought the end of the ten-mule-hitch teams that delivered the local crop to Betteravia's beet sheds. The narrow gauge was the next to go, done in by a six-year factory shutdown following the disastrous nematode infestation that wiped out valley growers at the height of the Depression. By 1937, the three-rail yard was another memory and milepost on the boomer trail.

But the railroad never left Betteravia, especially during the boom years after World War II. Bigger payloads arrived at the mill as SP replaced the original Blackburn beet cars from the Teens and Twenties with a fleet of wood and steel composite gondolas fresh from the Los Angeles shops. The new bottom-dump cars were a vast improvement over the old "racks," ancient wooden flatcars fitted with a crib-like superstructure that unloaded from the side. Yet by the mid-1950s, even the new beet gons were falling short in capacity. Back to the shops they went, this time to emerge with a variety of top extensions that served to almost double the load limit. Loaded by the book, the new racks were good for 62 tons of beets. In practice, they carried 70 — and more.

By the 1960s, beet traffic to Betteravia and other California factories was so great that Espee began scheduling



the service in unit trains, monstrous harvest haulers that often exceeded 10,000 tons apiece. Clouds of blue brake smoke wreathed their descent of the many mountain grades encountered en route to the refineries, cast iron shoes biting hard into wheels left slick by oil dripping from friction bearings. As railroading moved into the Space Age, SP's beet trains remained faithful to the glory days of "wooden cars and iron men." They were trains any old time boomer could easily understand.

Less-readily fathomed were the changes taking place as Union Sugar entered the 1980s. With coastal acreage at a premium, local growers were planting big ticket crops, stuff you could harvest two or three times a year. Where beet fields once ran right up to the factory gate, strawberries now grew. In 1980, Union's nearest suppliers were a hundred miles away.

Union's reaction to Southern Pacific's 1981 ultimatum on beet transportation was the polar opposite of Spreckels.' A full 80% of Union's beets arrived on flanged wheels. Betteravia's salty air. But Immel's Betteravia rip track placed the emphasis where it mattered most — in truck frame, brake rigging, journal boxes, wheels and couplers. On the surface, the cars saw little change, acquiring "USGX" numbers and reporting marks and nothing more. Down deep, where steel met steel in the most adversarial of relationships, Jack Immel's boys had given the old cars a life expectancy well beyond statutory limits. A decade after becoming Union property, "Southern Pacific" was clearly visible on most of the rolling stock. Considering Union's high level of maintenance, SP wasn't real upset if the lines of ownership blurred.

But nobody's concerned about Betteravia's museum of functional antiquity this murky Monday morning. The clouds of confusion surrounding the sugar factory on the last week of the Imperial Valley campaign go far beyond the purview of railroad historians. For this week isn't just the end of another harvest. At Betteravia, it's the next-to-final curtain for ten decades of sugar production.

diminishing supply of sugar beet acreage due to lower sugar prices, competitive crop pressures, high raw material transportation costs ... and increasing governmental and environmental regulations." When the steam goes out of Betteravia's boilers, 250 jobs will dissipate in the wind.

There was no denying productivity at the plant had been impacted by lower acreage and drought-shortened harvests. Ten years ago, Betteravia fired up in March and, with a couple of weeks off as the campaigns moved between the San Joaquin, Imperial and Salinas valleys, stayed in production until the winter rains arrived in December. By the early 1990s, the factory was fortunate to get in five months of sugar refining. Still, it only seemed a temporary dip in the production curve. No drought lasts forever.

Perhaps there were other reasons for the plant closure — circumstances beyond local control. "Control" was the name of the game. And Betteravia had relinquished control a long time ago.

The first move came in 1951 with Union Sugar's purchase by Consolidat-

share of the sugar fleet, 585 cars, was purchased with every intention of staying in the railroad business. Without them, Union couldn't survive.

Maintenance was the heart of Union's rail operation. Responsibility for the success of the venture went to Jack Immel, an SP veteran with an intimate knowledge of the old racks and their increasingly arcane technology. As superintendent of the new Rail Car Repair Division, Immel set about hiring a savvy crew of carmen and building a mechanical facility that matched his modest determination.

It wasn't a fancy setup by any means — just a concrete pad, jacks, hoists and bin after bin of car parts left out in the

"Betteravia, CA, May 11, 1993 — Holly Sugar Corporation today announced intentions to discontinue its beet sugar processing at its factory located at Betteravia, California following completion of the beet processing campaign this summer."

Two months later, the press release still sounds unbelievable.

"Downsize ... best course available."

Filtered through the gray light of dawn, it seems like a bad dream. But this nightmare is real. Saturday evening August 7, Betteravia will "slice out" for the last time, done in by "... a

ed Foods. There was skepticism when the Chicago-based conglomerate took over. The Sara Lee people claimed Union would remain an autonomous division of the parent company. And Con Foods was as good as its word.

Nobody didn't like Sara Lee in those days. Union was the only sugar maker in the family, and the deep pockets of the new owner turned the operation at Betteravia into an industry model. "Going with Con Foods was the best move we could have made," according to Marilyn Stanley, Union's retired director of distribution, customer services and traffic. "It allowed us to do so many good things."

But life wasn't so sweet by 1986. The

SANTA MARIA VALLEY's venerable 70-tonners, shown here working Betteravia on July 3, 1993, were displaced a few days later by GP9 1801, which was switching the highline (**left**) on July 16. Car tags like this (**below**) will no longer say "Betteravia."

beet refinery was an orphan in the Sara Lee clan, one tiny aspect of a corporation where food processing was just part of an increasingly diversified portfolio. Considering the economic climate, it made sense to join ranks with a larger sugar company. Union's takeover by Holly Sugar was welcomed in Betteravia. The beet refiners spoke the same language. And Union was still Union.

But not for long. When Holly merged with Texas cane refiner Imperial Sugar in 1988, unity under the Imperial-Holly logo meant the end of the Union label. Now Betteravia was just one of eight beet sugar factories in four Western states and the most expensive operation in the chain.

There really wasn't any conspiracy involved in the decision to close Betteravia. California's business climate was dryer than the drought. Excesses of regulation were handcuffing growers and processors. Reinforcing the factory to meet new earthquake and environmental standards would cost between four and six million dollars. And the beet trains rumbling by the refinery gate brought transportation costs quadruple those of other Holly factories.

Faced with the uncertainty of a changing world marketplace, Holly's analysts kept coming to the bottom line. Before figuring in a modest profit from sales of beet byproducts, Betteravia was spending $24.50 to produce 100 pounds of sugar that sold for $23. Success in the business world of 1993 was only relative.

And the rich relatives were no longer beholden to the poor.

Seacliff, California
Tuesday July 13, 1993.

A "see-way for people ... freeway for freight." Thirty three years ago, Southern Pacific not only advertised passenger service — it gave them top bill. Even in 1960, as the first serious abandonments began, Espee continued to promote its passenger service. And no route got more fanfare than California's incredible Coast Line.

Wonder why? Settle into the dome

lounge on No.98, the eastbound *Coast Daylight* for a full day's delight on the San Francisco-Los Angeles run, circa 1959. Out of Third & Townsend at 8:15 a.m., we're sprinting down the increasingly urbanized peninsula for San Jose and the agricultural wonderland beyond. Lunchtime south of Salinas in the salad bowl of the world — row after row of lettuce and broccoli outside the diner window gradually giving way to the tawny hills that hem the train into oak-forested savannas and the cattle ranches of Paso Robles.

Santa Margarita — wasn't that long ago that Ninety Eight got a grimy 2-10-2 helper coupled ahead of the shiny red and orange Lima 4-8-4 up front. Today our head-end mix of three EMD E7s and an Alco PA makes easy work of the Cuesta grade, taking siding at Chorro for a CTC meet with timetable-superior sister No.99 before uncoiling on Goldtree's horseshoe curve to change crews at the halfway point of San Luis Obispo.

South of San Luis we catch a hint of ocean air in the eucalyptus groves behind Pismo before gliding past the green fields of Guadalupe to scale Casmalia Hill. Breaking out on the dunes at Narlon, 98 encounters the Coast Line's scenic signature: the 113 miles of surfside running around Point Conception to Santa Barbara and Ventura. More farms and fields past Oxnard and Camarillo and it's into the stygian darkness of the Santa Susanna Pass tunnel, exiting the round rocks of Chatsworth for one last dash across the San Fernando Valley and a 6:00 p.m. arrival at Los Angeles Union Passenger Terminal. Who in their right mind would want to pass this up for a 90-minute jet hop from SFO to LAX?

Lots of folks, it turned out. So many that Espee concentrated on that "freeway for freight" in the last agonizing years before Amtrak. The *Coast Daylight* wound up a pathetic shell of itself, but the Coast Line proper was a solid money-maker in the pre-Interstate 5 era. Ice-cold reefer blocks out of Salinas and Santa Maria, brimful of produce for Eastern markets; red-hot piggybackers that flat whipped the trucker's tailgates between L.A. and the Bay — these were the services SP saluted as the '60s became the '70s.

And, of course, there were the beets.

The Coast wouldn't be the Coast without the roots. So it's no surprise at all to find a westbound beet train lining itself into Seacliff siding this sunny summer afternoon. Sugar beets come with the season, just like the morning fog. "Calipatria ... Seeley ... Meloland." Placards on the cars billed to Betteravia are a role call of Imperial Valley receiving stations, dumps that have been filling the factory flumes since 1947.

SP's beet haulers have changed since the postwar years, particularly the rolling stock. Steam power gave way to a first generation of diesel, replaced in turn by the two SD45s sandwiching a 20-cylinder Tunnel Motor on today's Guadalupe-bound hauler. Time even caught up with the ageless composite beet racks, now rolling out their final miles. But those big white — well, off-white (make that "Dusty Tan") — hopper cars butting up against the diesel units were supposed to be insurance for the future of the service. Holly Sugar's 62 Ortner RD cars purchased in 1992 were the vanguard of a replacement fleet for the USGX cars the FRA had doomed to extinction by 1994. No one expected the new cars to have such a short stay in Betteravia.

And who could have predicted the railroad that SP has become on this gorgeous afternoon? "Take siding" is a common train order for beet haulers, usually to get out of the way of priority schedules — hotshots and reefer blocks. Not today. It's been close to a

decade since Espee ran a respectable vegetable train out of Watsonville Junction. Hotshots? They come and go, depending on which way the wind is blowing through the marketing department. Following a 1987 tunnel fire near Cuesta, SP took all through traffic off the Coast. Today, "F" trains are back, pigs as well as double-stack containers, but the railroaders can only wonder for how long. The Coast Line's been wearing a "for sale" sign for years.

The future? Step back! Here comes one aspect right now — Amtrak No.784, the 3:10 p.m. departure from Santa Barbara that will duck in and out of Los Angeles before continuing down the old Santa Fe Surf Line to San Diego. Engineer Jay Bell lays on the horn as his F40 barrels past, right up to track speed at 65 m.p.h. A pair of *San Diegans* have turned into "*Santa Barbarians*" and there are more on the way. Local transit officials want to extend the service all the way to San Luis Obispo. And it's only the beginning.

Now the beet drags have their own "rush hour" to worry about — the morning and evening parades of Metrolink suburban trains across the L.A. Basin. Most often the roots get in and out of what's left of Taylor Yard during the midday commute lull. Past early afternoon, there's no guarantee. Today's ECGUU (El Centro-Guadalupe Unit train) is the next-to-last beet hauler to run in daylight up the coast. The last two trains of the Imperial Valley campaign won't get out of Tinseltown until well after dark. But the commuters will get home on time with few worries about metered onramps or diamond lanes. A "see-way for suburbanites?" Los Angeles is getting there in a hurry.

And tomorrow? SP Extra 7540 West has block authority only as far as Capitan. Hard by the Pacific shore 20 miles west of Santa Barbara, the beets step aside for a short dose of future shock. "Amtrak Extra 376 East" doesn't sound like anything special. The F40 pushers bringing up the rear of engineer Phil Gosney's train are nothing out of the ordinary (except that they work, unlike a lot of Western Amtrak units this summer). The magic of Extra 376 East is the six-car X-2000 up front — the technology everyone considers to be the next chapter in passenger carriage.

The sleek Swedish speedster slips by the beets in a blaze of headlights and stainless steel, emissaries of the 19th and 21st centuries exchanging brief salutes. Ignore, for the moment, the beet hauler's load of fragrant memories. This is the Coast Line of tomorrow: tilt trains running 110 m.p.h. where the track allows, cutting current Amtrak schedules by 40% on rails owned by a smorgasbord of public governing agencies with freight service graciously provided by — who else? Southern Pacific.

The 113 miles of surfside running will be thrown in for free.

HERE COMES TOMORROW! The beets are in the hole at Capitan on the Coast Line on July 13, 1993, to meet Amtrak's Swedish X2000 demonstrator — it's yesterday and tomorrow together for the moment. A more common passenger train encounter was Amtrak's 784 (**left**) meeting the beets at Seacliff that same day.

Santa Maria, California
Thursday, July 15, 1993.

Mechanics at the Santa Maria Valley's barnful of General Electric 70-tonners have a new aesthetic to absorb during this last summer of sugar beet service. No longer is the passage of the 7:00 a.m. Betteravia job marked by the husky chug of a Cooper-Bessemer block and the mellifluous tones of a Hancock air whistle. The last SMV beet trains reverberate to a familiar chant: the EMD 567 primer mover inside GP9 No.1801. "Just look for the big red engine," a shop worker cheerfully responds to inquiries about the train's location. "You can't miss it!"

Indeed. Resplendent in gleaming red with yellow stripes and lettering, black underframe and silver trucks, the 1801 is a compelling beast. There's no mistaking the Geep for the herd of 70-tonners it supplanted on the Betteravia job. A month ago, the morning beet crew was spotting Holly's highline with a trio of 70-tonners. This morning, the 1801 alone is sufficient to the task. Same number of horses, but with a distinct difference. Purists might complain about the banishment of the GEs, but in the long run, images of the 1801 working the beets will be among SMV's most-rare.

The Smokey's crew is businesslike in the extreme, working Betteravia yard with an efficiency bespeaking years of experience. The 1801 is a perky critter, scooting up and down the highline spurs with a very un-GE-like verve. It's too bad the crew won't get more beet miles out of the unit. But don't bother asking how they feel about the situation. They have no comment. Nobody at the SMV has an opinion on the refinery closure. Perhaps they're all still in shock.

But other sources offer perspective on SMV's predicament. Sugar beets provide a good 70-to-80% of the rail-

road's business. Until a week ago, the SMV was running two jobs, 7:00 a.m. and noon. All of the early shift was devoted to Betteravia. The afternoon crew did the remaining local work after finishing up at the sugar plant. This week, with the end of the Imperial harvest bringing smaller trains in from El Centro, SMV has annulled the afternoon job. Three employees have already been laid off.

It will be wintertime all the time on tomorrow's Santa Maria Valley. Days will come when the railroad doesn't turn a wheel. True, Betteravia won't completely dry up. Holly is keeping the packaging operation open, and there will be bulk sugar hoppers to spot. But the days when SMV is hard-pressed to find an open track for all the collected beet cars are just about over. Oh sure, the loads of feed grain will come in for local poultry producers, along with raw materials for the plastic bag factory, ag chemicals and asphalt. Reefers full of frozen foods will go over to the SP interchange in season.

But it won't be the same Santa Maria Valley Railroad. Ever. What a shame nobody wants to talk about it.

Guadalupe, California
Friday, July 16, 1993.

Small clouds of steam are rolling over the roots on the SP interchange this cool, misty morning — silent testimony to the raw power of sugar's natural energy. "Respiration" is the proper term for the phenomenon. It's been three days since the beets were harvested in the 100+ degree heat of the Imperial Valley. Now the beets are cooking themselves as they wait to get into the factory.

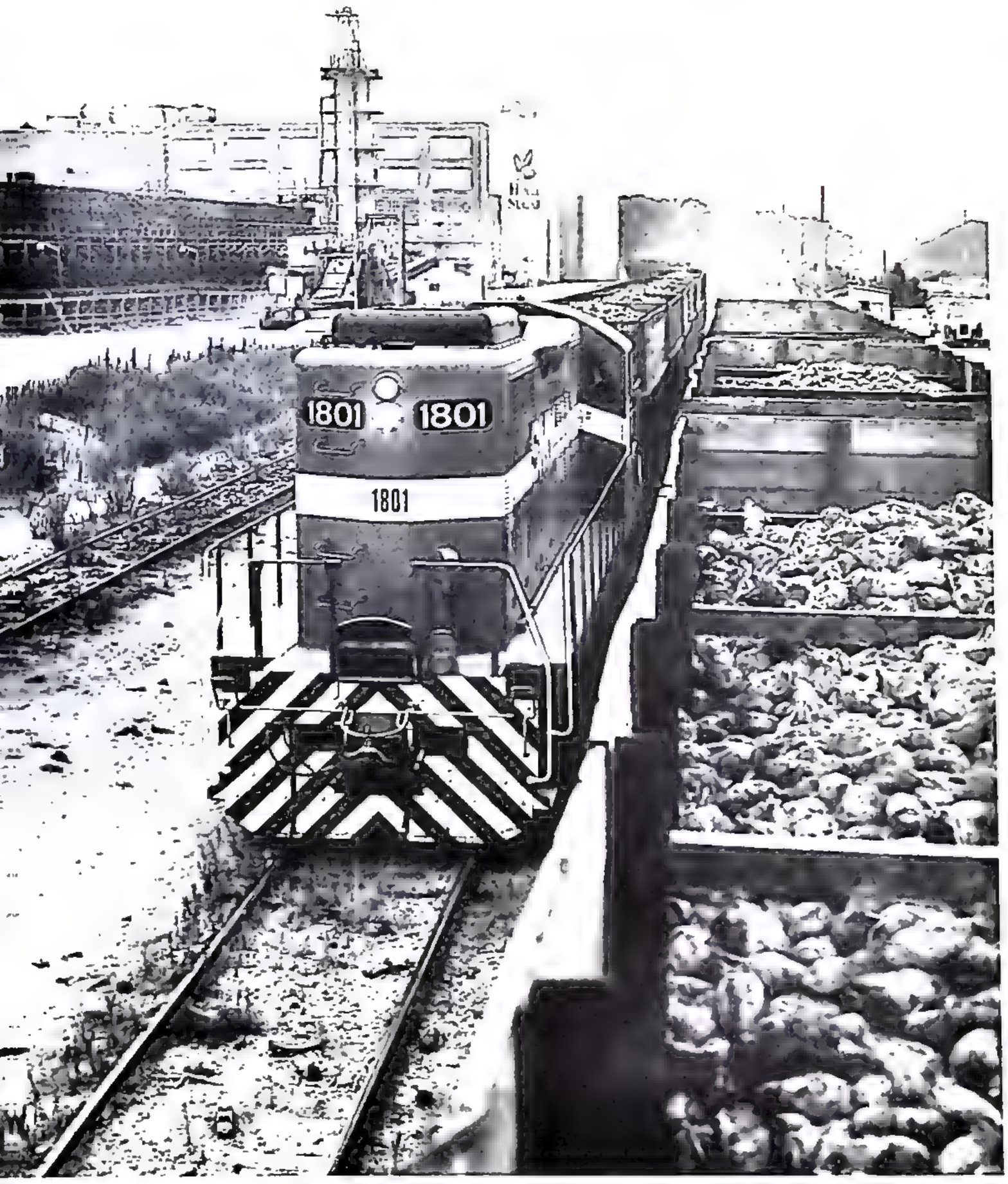
The steamers are a sight refiners don't want to see — sugar literally going up in smoke. And the rubbery beets only add to delays inside the factory, making matters worse for the loads still waiting delivery. Fortunately, the Kern County harvest began this week, bringing fresh truck-hauled beets from Bakersfield to help speed up processing. By the time the SMV comes over for the last loads this afternoon, heat is radiating through the sides of the cars. The aroma from the fermenting roots is heady at the least.

A gardener is pushing his lawnmower around a concrete pedestal outside the refinery offices at Betteravia. "Union Sugar 1897" reads the weathered plaque below a blackened bronze bell. Inside, factory traffic coordinator Jan Pond reverently thumbs through a scrapbook: "Union Sugar Company's Plant and Ranches, 1909." Good Lord, the marvelous photographs inside!

There's that old bell outside a schoolhouse where children cavort in the sun ... well-dressed men lining the porch of the company clubhouse ... immaculate homes on Lakeview Avenue ... a huge group of people in their Sunday-best gathered in the eucalyptus grove for a deep pit barbecue. Betteravia, 1909. It's much more than a place of employment. During Union's first 70 years, Betteravia was home.

Pond lingers over the souvenirs of a vibrant, unlimited age. There's Maxwell Swan and his switch crew posed with SP 1073 outside the unloading sheds, followed by views of the company dairy ranch and feedlot, where animal diets were supplemented by beet pulp left over from the refining process.

Every day Swan's crew ran down to the dairy to secure a gallon of fresh



buttermilk they kept cool in the tender tank. "After a bout with the cars, I would climb onto the goat and take a swig of buttermilk, letting its coolness trickle down my parched throat," the boomer had recalled.

"You know, they didn't dehydrate the pulp in those days," Jan Pond smiles. Union's cattle ate the stuff as fermenting sour mash. "Some of the old-timers claim the cows got so drunk they went blind!" No wonder the boomers loved Betteravia.

"So many memories," Pond continues, returning the photo albums to the office vault. The smile slips away from her face. "We've had some tough days around here since May." Her soft eyes glisten. "Really tough."

Over in Guadalupe, SP's local switch crew is tracking the last westbound beet train on the office computer. Delays for the final ECGUU grow by the hour. There's been trouble getting over Beaumont Hill, thanks in part to a measly 1.2 horsepower-per-ton ratio on departure from El Centro. 47 loads and 59 empties — 6,652 tons — and the best Espee can provide is two GP35s and a Rio Grande GP40. Requests for more power yield another GP35. Then the crew goes down on the hours of service. Mid-afternoon finds the train barely out of West Colton. "Take your time having dinner," conductor Mel Loftin advises. "We won't see those beets until midnight."

Loftin isn't anxious to see the beets at all — at least the additional empties. "No place to put 'em," he explains. Besides, Holly won't need more cars until sometime after Labor Day. By then the racks will be gone for good.

Not all of the old cars are doomed to scrap — not yet. Contrary to circumstances on the coast, Holly's hardly out of the railroad business; 288 wood cars saw service in the Imperial campaign.

ON JULY 13, 1993, Santa Maria Valley's new GP9 was rambling through the lettuce fields a mile east of the SP interchange at Guadalupe (**below**) with the first loads of the day for Betteravia, where it then would sort them in the yard (**above**). The next day, a "flumer" was digging into a pile of beets (**left**) beneath the highline trestle. Flume water carries the beets into the plant for processing and is then recycled.

The best 200 of the lot will continue north for use in the fall harvests. Autumn 1993 promises some rare sights on the operations that remain.

Salinas *will* be a rail campaign after all, with ex-Union dumps at Sargent and Camphora shipping beets to the Tracy refinery. Workers at the factory have already cleaned out the wet hopper to receive the September harvest. It will be fun to see the old SP 1000 hauling beet racks again. The 1939 vintage SW1's last bout with the cars came at Santa Ana in 1979. In truth, it's *always* fun to watch Holly No.1 at work. Not many 54-year-old diesels remain gainfully employed.

Hamilton City is gearing up for a fourth campaign in the Klamath Basin. Holly anticipates digging 6000 acres this year, running beets out of Merrill, Oregon, and Stronghold, California, on SP's Modoc Line. Spreckels is in for a 2000-acre harvest, receiving beets on the Burlington Northern side of the same two towns. BN loads will transfer to the SP in Klamath Falls, Oregon, for the run down to the Woodland refinery.

And Spreckels is expanding into the Big Valley area around Bieber and Fall River Mills. Longtime lumber hauler McCloud River Railroad plans to join the ranks of the beet roads, shipping Spreckels cars from a receiving station at Burney to the SP connection at Mount Shasta. Rail campaigns in Northern California are slated to begin in late October. Spreckels should be done in three weeks while Holly will run two months.

But it won't be the same in the California sugarfields. The closure of Betteravia slams the door on a century of tradition. "We did everything right — we were one of the best operations around — and all of that's wasted," Marilyn Stanley sadly notes. "All of those good people — gone. There's nothing left."

Near midnight, Mel Loftin finishes his paperwork at Guadalupe and checks on the beet train one last time. "Get some shut-eye," he suggests. "Dispatcher says 4:30." Kiss off that fantasy about SP as a "scheduled" railroad. It doesn't apply where the beets are concerned. Seventeen hours late already. Maybe they'll hold off until dawn.

AT 4:14 A.M. on Saturday, July 17, 1993, Southern Pacific "Kodachrome" GP35 6566 eased up to the east switch at Guadalupe (**top**) with the last ECGUU carrying beets to Betteravia — 47 loads. Included in the Imperial Valley beet hauler were six wood racks like the USGX 541. Their work done, the three SP GP35s and D&RGW GP40-2 slipped into the darkness (**opposite**). The last Betteravia beets had been delivered.

Don't bet on it. SP dispatcher WR-53 is as good as her word. It's 4:14 a.m. on Saturday, July 17, 1993, when the home signal at the east end of Guadalupe turns yellow. You can see the headlight carving the darkness down the west slope of Casmalia Hill. Red block — they're at Waldorf. The whistle calls for Brown Road. And at 4:23 a.m., engineer Tom Siembada comes to a halt at the east switch. Conductor Dean Russom steps down to bend the iron off the main.

The train materializes under the street lamps at the south end of town. The 6566, an original GP35 resplendent in ill-fated SPSF "Kodachrome" leads two rebuilt'35s in roster order, SP 6325 and 6326, followed by Rio Grande 3111. The 6325's number boards are illuminated in deference to the running orders out of El Centro.

And then the beets come by: Ortners from "Calipat," woodies from Seeley and Meloland and a few leased HLMX quad hoppers bringing up the rear. Three days from now one of those wood cars, USGX 431, will unload the last rail beets at Betteravia. Once in the yard, Dean Russom wastes no time putting his train on the interchange. Last run or not, "Deano" 's not dawd-

ling. He's been up all night. It's time for bed.

In the cab of the 6566, Tom Siembada keys his radio.

"SP 6325 West, Engineer Siembada, releases 16 blocks Ventura through Waldorf, over."

WR-53 repeats the transmission.

"That is correct," the engineer continues. "You can show us into Guadalupe at 4:30 a.m. And with that, we'll wrap up 97 years of sugar beet trains."

WR-53 pauses. "This is the last one?"

Siembada takes a deep breath, "This is the last one forever, they say."

WR-53 drops her guard, "Oh no!"

Siembada quietly answers, "Yeh".

"So it's a historic night, then," the dispatcher comes back. "Good night."

Tom Siembada swallows, almost choking on his reply. "Yeh. Good night."

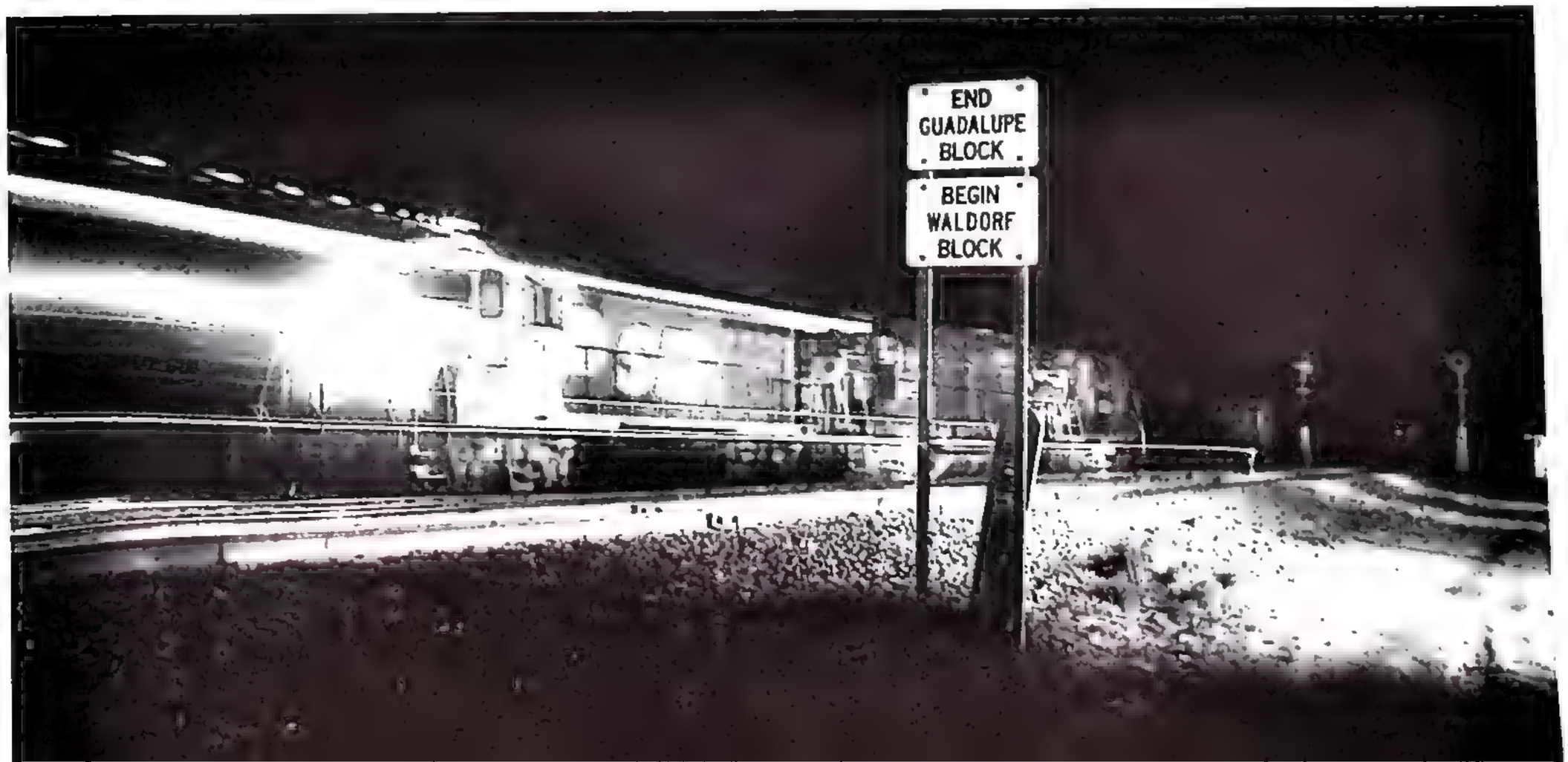
Lerdo, California

Saturday, July 17, 1993.

A hot wind is blowing down the San Joaquin Valley north of Bakersfield, blasting the Spreckels Sugar receiving station at Lerdo with temperatures that feel even hotter than the mercury pegged at 104. Two long strings of ex-MoPac coal hoppers stand beside Espee's valley main line, heaped high with loads of fresh sugar beets. Work stopped early this afternoon, and now dump boss Rick Loya is making his final rounds before driving home to Mendota. He'll be back in the morning.

The Kern County harvest is just hitting high gear, looking at a full six-week run. Tomorrow morning Espee will deliver these beets to the Spreckels refinery at Woodland, 290 rail miles away. Lerdo is loading up to 60 cars a day, and Loya smiles at the prospects for future campaigns. "We'll be putting in a 'super piler' next year — probably run trains to both Woodland and Manteca." After a ten-year hiatus, Spreckels is back in the rail business, and Loya beams at the prospect of contracting with ex-Holly growers.

Another chapter in the California sugar beet saga has begun.



PHOTOGRAPHY / KODACHROMES MIKE CONFALONE

Autumn Action in Northern

by Mike Confalone

There is still plenty of railroading if you know where to look for it

Northern New England has been changing like the seasons. Guilford has virtually wiped out the images of the Maine Central and Boston & Maine, old short lines have withered and others have been created out of attempted abandonments. The mighty Canadian Pacific, while blazing new international stack train routes across the central U.S., has retrenched to almost short line status in Vermont. Today, the area rail scene reflects the radical changes of the past decade, especially in Vermont's Northeast Kingdom and the White Mountain Region of New Hampshire. With the coming of Guilford, CP Rail's takeover of the D&H and the virtual elimination of competitive bridge traffic, the railroads have taken on a much different appearance — unfortunately, not always one of prosperity.

This very fact has prompted many rail photographers to abandon northern New England, writing it off as a has-been collection of hand-me-down regionals and struggling short lines. But if one looks closely, one will realize that northern New England railroading is still full of color and variety. It should not be overlooked.

On these pages are photographs and operational highlights of several of this region's carriers, assembled during last year's fall foliage season. Although not every railroad in the region is documented in detail, I hope they will serve to inspire you to once again discover the railroads of northern New England.

St. Lawrence & Atlantic

Created in 1989 when the Emons Railroad Group bought the 164-mile Portland, Maine, to Norton, Vermont, segment of the old Grand Trunk from Canadian National, the St. Lawrence & Atlantic Railroad, after three years of operating changes, has finally settled on a schedule that seems to be working, both for the railroad and the visiting railfan. The main line between Danville Junction, Me., and Island Pond, Vt., is covered by daily road jobs 393 and 394. Both are on duty around 8:00 a.m. at their respective terminals (westbound 393 out of Danville Junction and eastbound 394 out of Island Pond), and after local switching both depart for a midpoint meeting at Berlin, N.H., where their trains are swapped. Canadian National power from 394 returns north to Island Pond (and ultimately Montreal) on 393, while the south end power takes 394 back to Danville, where interchange is handled with Guilford's former Maine Central main line.

Power east of Berlin has been the St. Lawrence & Atlantic's leased GATX GP40s (shown on the December '92 R&R cover), though its half-dozen veteran ex-Central Vermont GP9s do get called on from time to time. The railroad has two of the GATX ex-B&O

GP40s on hand while a third works off mileage on CN. Trains on the west end are handled by Canadian National power out of Montreal, with the sets usually made up of two or three big, modern six-motor units.

Two locals also work the east end. The weekday Deering Local goes on duty at Danville Junction and makes up westbound road job 393 before it heads east for East Deering, just outside of Portland. The South Paris Switcher is kept at its namesake depot and works the branch to Auburn on weekdays.

The St. Lawrence & Atlantic's Geeps are usually found working the east end out of Danville Junction. Only three of the six Geeps have been painted into the road's yellow and black livery, and only the 1760 is fully lettered (the 4445 is painted but yet unlettered, and the first unit in the new colors, the 1758, is out of service and being cannibalized for parts). The four ex-Conrail MP15s that had been leased from GATX were recently in storage at Berlin, pending disposition.

Railfanning the SLR is easy and enjoyable with main roads providing access to some spectacular photo opportunities.

Canadian Pacific

After a brief revival of through traffic between Montreal and the B&M at Wells River, Vt., in the late 1980s, CP Rail's Vermont lines have reverted back to local service only. With CP's purchase of the Delaware & Hudson down through eastern New York State, the scenic Newport and Lyndonville Subs are now deemed redundant, with the railroad favoring its newly acquired Montreal-Albany main line for through traffic.

Today's service sees a Monday through Friday Number 904 from Montreal which arrives Newport between 0400 and 0700. Power is generally CP's omnipresent RS18s, though C424s and RS23s do occasionally visit. Four RS18s, 1800-1803, are certified as U.S. resident locomotives and have made a home in Newport.

New England

ON OCTOBER 4, 1992, Mike Confalone photographed St. Lawrence & Atlantic's westbound 393 (**below**) at Gorham, N.H. On the 5th (**above**) he caught New Hampshire & Vermont's RS11 405 heading up the Groveton branch, and the next day (**opposite**) he shot CP Rail RS18 1802 entering the cut at Sutton, Vt., headed north for Newport.

ON OCTOBER 7, 1992, the New Hampshire Northcoast's southbound sand train was reflected in the water of Milton Three Ponds (**below**) at Milton, N.H. The next day, Vermont Railway's C&P GP38 203 (**above**) was rambling south at Clarendon, Vermont.

At 0700, the Richford Local, powered by an RS18 or two, will depart with cars for the Blue Seal Feed facility near the Canadian border at Richford, Vermont. Depending on the work, the train will make an early afternoon arrival back in Newport.

CP Rail's current winter schedule for service south of Newport calls for a Monday-Wednesday-Friday Newport-St. Johnsbury turn. This train will also work south from St.J to either Barnet or East Ryegate to work the CPM paper mill as needed, usually a couple of times a week. This train also makes an early to mid afternoon arrival back in Newport. On Tuesday and Thursday this job will not venture south but will work the yard and local industries at Newport. (The three-day-a-week run to St.J in the winter is to serve the Lyndonville Gas Company and to keep the line clear of snow; in summer and fall it runs to St.J only on Tuesday and Thursday.)

The last train of the day is 904's

counterpart, westbound 917 for Montreal, which generally departs mid to late afternoon. Obviously, the summer months with their long days of sunlight are the best to photograph the train's passage through Orleans County farmland at Newport Center and North Troy before it crosses the border into Canada.

With CP Rail's acquisition of the parallel and more competitive D&H route, in early 1993 the Lyndonville Sub from Newport to Wells River was filed under Category II for abandonment within two years. One of the region's short line operators is likely to make a bid for it.

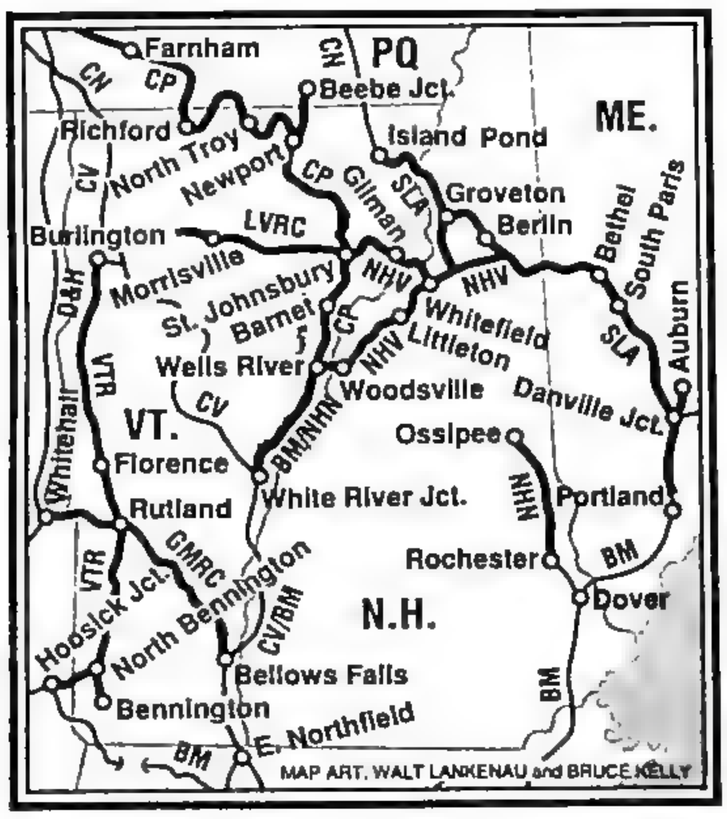
New Hampshire & Vermont

The New Hampshire & Vermont Railroad is a fascinating case of the tail wagging the dog. The St. Johnsbury & Lamoille County Railroad, running nearly 100 miles west from St.J to Morrisville and on to a connection with the Central Vermont at Swanton, was once a thriving enterprise known nationwide. But in the 1970s it began to come unraveled, and after a wild series of management and name changes, it emerged in 1978 as the Lamoille Valley Railroad. By the mid-1980s, freight traffic was all but gone, and the LVRC's yellow Alco RS3s were surviving on seasonal tourist trains. In 1984 the LVRC picked up from Guilford 27 miles of the former Maine Central Mountain Division from St.J east to Whitefield, N.H., which it operated with LVRC power as the Twin State Railroad. When all freight traffic finally dried up west of St.J, the Whitefield line kept the company alive.

In late 1989 the LVRC/Twin State came under than management of CSF Acquisitions (Clyde and Saundra Forbes) and got a big boost when it acquired from Guilford 80 miles of former-B&M branches from Woodsville to Berlin and Groveton, N.H., which it began operating as the New Hampshire & Vermont. Included in this package was the NHVT's "bread & butter" branch to Groveton and the Wausau Paper mill.

The NHVT is now headquartered in Whitefield and generally operates five or six days per week with a turn to the mill at Groveton and an interchange with the St. Lawrence & Atlantic. Crews are on duty at Whitefield at 7:00 a.m. and after some local switching will head up the Groveton branch.

The New Hampshire & Vermont rosters four RS11s and a GP9, and power for the Groveton job is usually one of the veteran Alcos. Currently, former Florida West Coast (nee-N&W) 405 and former CV 3612 are in service out of Whitefield, as well as former Old Augusta GP9 669. All major repairs must be performed at Lamoille Valley's large Morrisville shop facility (where active RS11 3608 and parts hulk 3601 are now), requiring a tedious, time consuming deadhead move across the entire system. Plans are to eventually build an enginehouse at either Whitefield or St. Johnsbury.



CANADA'S GIANT TRANSCONTINENTALS take on a different flavor in New England. On October 6, CP Rail RS18 1802 was working the local south out of Newport past a farm at Orleans, Vermont. A Canadian National SD40-2W (**below**) was leading eastbound 394 on the St. Lawrence & Atlantic through Brunswick, Vt., on October 4.

The other job that gets into the picture is the Twin State Local. Generally on duty at Whitefield at 7:00 p.m., this night job will work the Simpson Paper Company at Gilman, Vermont. Several times per week it will operate all the way to St. Johnsbury for interchange with CP Rail. If business at Gilman is slow, they may venture south from Woodsville over recently acquired trackage rights to the Guilford interchange at White River Junction. Traffic out of White River Junction (mostly salt and lumber for Littleton, N.H.) is cyclical and often heavy during the winter, requiring daytime or weekend movements. An early morning call to NHVT's Whitefield base to sort out the day's operations is recommended.

Chemical and pulp traffic into the James River paper mill at Berlin, N.H.,

NEW HAMPSHIRE NORTHCOAST was using four Geeps on a 38-car sand train at Rollingsford, N.H., on November 1, 1992, bound for the Guilford connection at Dover.

is handled as needed, usually a couple of times a week, and the NHVT is competing with the St. Lawrence & Atlantic for the business. (Incidentally, the Berlin Mills Railroad in the plant uses Amtrak-liveried SW1s.)

The NHVT recently leased a locomotive to Ed Jeffrey's new operation of the state-owned ex-MEC Beecher Falls branch, formerly operated as the North Stratford Railroad. The new New Hampshire Central (October '93 R&R, page 68) operates about nine miles of the line from the St. Lawrence & Atlantic connection at North Stratford (15 miles east of Island Pond) north to the Columbia Sand & Gravel pit at Columbia Bridge. The line, headquartered at the pit, operates as needed, and its only customer at the present time is the St. Lawrence & Atlantic, which is getting ballast to rehabilitate its west end. Lamoille Valley RS3 7801, leased from NHVT, is used for the operation. The only other remaining LVRC RS3, 7805, handles the tourist runs out of Morrisville.

Vermont Railway

Along with its equally prosperous neighbor Green Mountain Railroad, the Vermont Railway operates a substantial portion of the former Rutland Railroad. Major division points on the VTR are at Rutland and Burlington, and the railroad rosters eight colorful and well-maintained modern diesels (GP38-2s 201/202, GP38 203 (ex-MEC 255, lettered Clarendon & Pittsford), ex-TP&W GP18 801, ex-CSX GP16 802, ex-CSX GP40 301 and SW1500s 501/502).

Operations out of Rutland generally see a daily local which will work the yard and travel the short distance north to Florence and return before the day is out. Local service on the scenic Southern Subdivision to North Bennington is performed about once a week with a daytime job on an as needed basis. Since October 27, 1992, service between North Bennington and the Guilford interchange at Hoosick Junction has been suspended indefinitely.

Local service is maintained in the Burlington area, where there is an interchange with the Central Vermont. There is also a daily VTR turn to Rutland — unfortunately, at night, except for Saturday, when it is a day job. In 1991 and 1992 there was a daytime stone job working on the north end supplying CP Rail with ballast for its rehab of the D&H, but that job is done and the stone trains no longer run. The VTR schedules are subject to change, and a call to the VTR office at Rutland or Burlington is recommended before visiting.

The VTR's largest regularly scheduled train is the six-day-per-week Rutland-Whitehall turn over the former-D&H line now operated by the VTR subsidiary Clarendon & Pittsford. This job runs directly to the CP/D&H interchange at Whitehall, N.Y., and does no local work en route. Operating with three to five units, this train can approach nearly 100 cars and is consistently the VTR's heaviest movement. Unfortunately for the visiting railfan, it usually runs at night.

In addition to the traffic generated locally on the VTR, the Whitehall job carries D&H interchange cars to and from the Green Mountain Railroad. The Green Mountain, operating out of Bellows Falls, Vt., and its neighboring North Walpole, N.H., has a daytime weekday job XR-1 into Rutland which returns as XR-2. The bright green Geeps handle primarily talc loads out of Ludlow, Vermont.

Because of its growing relationship with CP's D&H, the Vermont Railway was able to enjoy its most successful years in 1991 and 1992 and has become one of the premiere short lines in northern New England. Operating with a fleet of sharp-looking red and white EMDs through some of Vermont's finest scenery, the Vermont Railway is a pleasure to railfan in any season — if you can catch something running in the daytime!

New Hampshire Northcoast

Started in 1986, the New Hampshire Northcoast operates 31-miles of the former Boston & Maine Conway branch between Rochester and Ossipee N.H. The Ossipee Aggregates's pit at Ossipee provides raw materials for the railroad's largest shipper, Boston Sand & Gravel in Boston. The pit also serves as operational headquarters for the New Hampshire Northcoast, which rosters six ex-Conrail GP9s (four of which wear the railroad's handsome green, black and yellow livery).

The New Hampshire Northcoast's daily operating schedule begins at around 6:00 a.m. at Dover, N.H., on Guilford rails. Traveling northward from the small former-B&M yard, the Northcoast's empty sand train proceeds at a conservative 10-m.p.h. pace, operating over Guilford's branch to Rochester. At Rochester, the train is on home rails, and the speed increases dramatically, reflecting the complete rebuilding of this once-decrepit B&M trackage. (In July 1993 the Northcoast entered an agreement with Guilford to purchase the slow "Rochester Running Track" between Rollingsford and Rochester, and plans are to have it rehabilitated to 30 m.p.h in 1994. Also included in the deal is the six-mile spur west from Rochester to Farmington to serve the Davidson Rubber Company.)

After northbound trains reach the pit at Ossipee, the empty hoppers are loaded for the return trip south, usually departing between 1:00 and 3:00 in the afternoon. Depending on the traffic, the Northcoast's southbound run will rate from two to five units and puts on a good show climbing the steep grades out of the pit. The lighting is superb all the way to Rochester — and thanks to a recent system-wide brush cutting project, the visiting railfan is treated to many views never before possible. Upon arrival back at Dover, the cars are set out for a connection with Guilford's DOBO job and forwarding to Boston Sand & Gravel.

Northern New England

The trees are blazing into vivid hues, and the crisp mornings promise great photography. There are equally colorful trains still running around northern New England's main lines and short lines. What're you waiting for? ⇐

Three Steam Locomotives and a Flood

The NRHS "Chicago 1993" Convention

by Steve Barry

CHICAGO! No other city in North America is more closely associated with railroading. And it was in that grand tradition that 1600 people and three steam locomotives gathered in the Windy City from July 20 through 25, 1993, for the annual convention of the National Railway Historical Society.

The Chicago Chapter NRHS, which meets in west suburban Elmhurst (Elmhurst College, Old Main, 8:00 p.m., second Friday each month), had been planning the 1993 convention for some time. Convention Chairman Bob Pinsky had envisioned "Chicago '93" as a gathering of America's greatest steam locomotives and begun negotiating to bring together Southern Pacific *Daylight* 4449, Union Pacific 4-6-6-4 3985 and Norfolk & Western 2-6-6-4 1218 and 4-8-4 611. The UP quickly came aboard with 3985, realizing that the convention would be an excellent opportunity to celebrate the Challenger's 50th birthday, but the ferry move cost was prohibitive for the SP 4449. With N&W 1218 still in the Birmingham shop, a meeting of America's two main line articulateds would not be possible, but Norfolk Southern's Carl Jensen suggested a more "Chicago oriented" alternative to the N&W Class J (which in regular service had never gotten closer to the Windy City than Cincinnati) by offering up a doubleheader with Nickel Plate 2-8-2 587 and 2-8-4 765. To avoid ferry moves that would compete for revenue passengers with the UP trip, suggestions to include Cotton Belt 4-8-4 819 or Frisco 4-8-2 1522 were politely turned down — and Milwaukee Road 4-8-4 261 was not considered because it would likely not be serviceable by convention time (a correct judgement). However, one other native Chicago locomotive was included in the convention line-up: Chicago & North Western 4-6-0 1385 from the Mid-Continent Railway Museum in North Freedom, Wisconsin. So by the spring of 1993, the convention was set to include three Chicago heritage steam locomotives and one honored outlander.

CHICAGO 1993
National Railway Historical Society

A flood of enthusiasm

But of course, the NRHS convention wasn't the only thing happening in the Midwest in late July. The "Flood of '93" was dominating the news as the Mississippi and Missouri rivers crested while the convention was in progress. Most of the effects from the flood were more than 150 miles west and south of Chicagoland, but the severe weather in the region did have an influence on the convention — including the cancellation of one trip.

The first thing affected by the flooding was the inbound ferry move of Union Pacific's trainset led by Challenger 3985. To get to Chicago, the train had to cross the Mississippi somewhere, and the UP bridge in St. Louis was one of the few crossings still open. In a literal "come-hell-or-high-water" decision a week before the convention, UP said they would be in Chicago. The resulting trip had a lot of detours (much to the delight of the rare mileage collectors onboard), but 3985 arrived in Chicago on Monday the 19th, a little ahead of schedule! Nonetheless, UP's manager of steam operations, Steve Lee, was prepared — he was spotted wearing a sailor's cap and carrying a snorkel and life preserver (page 75).

Meanwhile, Norfolk Southern's *Independence Limited* was making its way to Chicago over a very exotic route behind four different steam locomotives. On July 17th, Southern 2-8-2 4501 headed up the old Southern Railway out of Knoxville, Tenn., and moved onto the former Clinchfield at Frisco, near Kingsport. It ran CSX north to St. Paul, where it got onto former-N&W iron for the pull into Richlands, Virginia. The next day the Mikado was traded in for N&W 4-8-4 611, which headed up the branch from Cedar Bluff to Iaeger and then west on the main line to Portsmouth and beyond for two days, arriving in Fort Wayne, Indiana, on Monday night. On Tuesday, two ex-Nickel Plate locomotives, Mikado 587 and Berkshire 765, took the train across Indiana to the former Nickel Plate Calumet Yard outside Chicago.

Wednesday, July 21

The convention, based out of the downtown Palmer House Hilton, was to be a series of solid (if not spectacular) trips. Wednesday's opening day trip went from Chicago to the Illinois Railway Museum, by rail to Elgin and bus from there to Union. A regular Metra train was used to transport 600

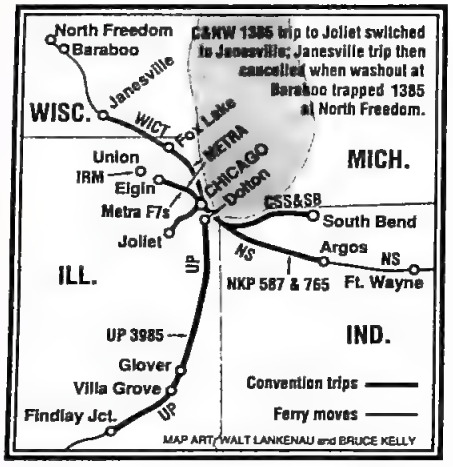
TWO PHOTOS GERALD M. FUTEJ

NORFOLK SOUTHERN'S "*Independence Limited*" kicked off the Chicago convention with Southern 4501 (left, at Honaker, Va., on July 17) and N&W 4-8-4 611 (below, at Dan, W.Va., the next day).

conventioneers from Union Station to Elgin over former Milwaukee Road trackage. As a bonus, two Metra ex-C&NW F7s (normally assigned to work train service) led an F40 on the train-set, with a chance to photograph the Fs in Elgin. Metra had insisted on the F40 along with the Fs, fearing a breakdown of one locomotive. Sure enough, one locomotive gave out on the way to Elgin: the F40!

Most people who were visiting IRM for the first time (and many who hadn't been there for several years) were overwhelmed by the museum. Anything that could run was running, with steam, diesel and traction all moving simultaneously. Several photo runbys were held, including a meet featuring ex-Frisco 2-10-0 1630 and the *Nebraska Zephyr* articulated streamliner behind an E5. With literally hundreds of pieces of rolling stock to see, a day at IRM is like a day in a candy factory for a kid — one day isn't enough to see it all.

That evening, 80 photographers stuck around for a night photo session



hosted by the North Western Illinois Chapter NRHS. Four moody night scenes were presented, including a simulated meet of two Milwaukee trains at Spaulding Tower and a four-builder lineup (Alco, Baldwin, EMD, Fairbanks-Morse) of diesels. What a day!

Union Pacific Thursday

The next day was Union Pacific's moment in the sun (which made a rare appearance late in the afternoon). Celebrating 4-6-6-4 3985's 50th birthday, the *Golden Challenger* with 623 passengers on board headed out of Dolton Yard, down the former Chicago & Eastern Illinois and directly into the northern fringes of the Midwest rain storms. A late departure caused by a bus snafu (too few busses showed up to transport the passengers from the Palmer House to Dolton, in the southern suburbs) and the inclement weather caused the cancellation of some of the scheduled runbys. A servicing stop was made in Villa Grove, Ill., and the entire train was turned at Findlay Junction (the same destination as the 8444's trip up from St. Louis during the 1990 NRHS convention).

One runby had been held southbound, and two were done northbound, the second in a field somewhere between Ellis and Glover. Amazingly, as the train backed up for the runby, the low sun broke through the clouds, lighting up the train with late afternoon light. For a few brief moments (page 74), the train lived up to its name as there truly was a Golden Challenger. Arrival back in Dolton was late, but everyone was happy that the runbys had been made.

"Quiet" Friday

No major fantrips were scheduled for Friday, July 23. The NRHS has been implementing a day of business meetings and seminars at each convention, and this year's selection drew 600 participants. About 400 people were sent on field trips to Union Station, the former Pullman shops or Metra's Burlington Northern shop, while seminars on historic structures, rapid transit and commuter railroads were held in the Palmer House Hilton. That night, 650 people attended the banquet, where the feature presentation was "Chicago Is ...," a multi-media slide show by Mike Schafer and Jim Popson.

Friday was also the day for the night photo sessions. It was a unique arrangement, as nearly 100 photographers boarded two busses to shoot three different steam locomotives in two locations. The busses loaded at the downtown hotel and the photography started in Dolton Yard, where the Challenger was spotted. Then it was on to Calumet to shoot the two Nickel Plate engines. Not bad for $25. (The two sessions were conducted by author Steve Barry along with Kermit Geary, Jr., and Denis Connell — J.B.)

Nickel Plate Saturday

The next big trip was on Saturday, as the two Nickel Plate locomotives returned to their old stomping grounds, pulling the NS train to Argos, Indiana. Norfolk Southern had leased the two locomotives for the occasion, the 2-8-2 587 from the Indiana Transportation Museum at Noblesville and the 765 from the Fort Wayne Railroad Historical Society.

Over 900 people were on board as the train headed east from Calumet Yard over the former Nickel Plate Fort Wayne main line, once again fighting the northern fringes of the Midwest thunderstorms. A double runby was held at Argos in the rain before turning the passengers loose in town (after the downpour quit) to enjoy a chicken barbecue provided by the local fire department. The trip returned to Calumet Yard nearly on the advertised.

A film festival from the NRHS files, "The Best of the Harry P. Dodge Library" (or "Dakelmania" in honor of NRHS film curator Mitch Dakelman), was held on Saturday night. It also featured free popcorn.

Washout Sunday

Sunday was the day of the UP train's departure for its return via St. Louis for Omaha and Cheyenne, and the still-raging floods were threatening the route again (although the train ultimately got through okay). It was also advertised as the day for the Chicago & North Western R1 4-6-0 1385 fantrip. The excursion had been initially planned to run to Joliet over Metra's former Rock Island commuter line with bilevel cars, but problems of logistics and cost had prompted the Chicago Chapter to reschedule the trip northward, instead, over the Wisconsin & Calumet to Janesville, Wisconsin, using a different set of equipment.

However, it was not to be. The 1385 was at home at the Mid-Continent Railway Museum in North Freedom when locally heavy rains caused a serious washout on the C&NW at Devil's Lake and left the Ten-Wheeler stranded in Wisconsin. Glenn Monhart had painted up the Janesville roundhouse and was ready to pose his impressive diesel collection (F7s, BL2s and an ACL E3) for the visiting steam trip. When the 4-6-0 was trapped by the washout, Glenn offered an F7 and BL2 to power the trip. However, rather than fight a rapidly growing list of last-minute problems and expenses (most notably, the deadheading of the passenger cars), it was decided that canceling the trip was the best path to follow.

Since Mid-Continent had been hard-hit by the flooding, a pitch for donations was made with the trip refunds, and many ticket holders generously donated their refunds to the museum.

Traction faction action

Sunday also featured a trip over the Chicago, SouthShore & South Bend, using the modern Sumitomo equipment. About 400 people (including many who had tickets for the canceled 1385 steam trip) rode the entire SouthShore, including the new extension to the Michiana Airport in South Bend.

Other traction trips had been in the convention schedule, including a CTA Centennial excursion on Thursday where 350 people rode an eight-car

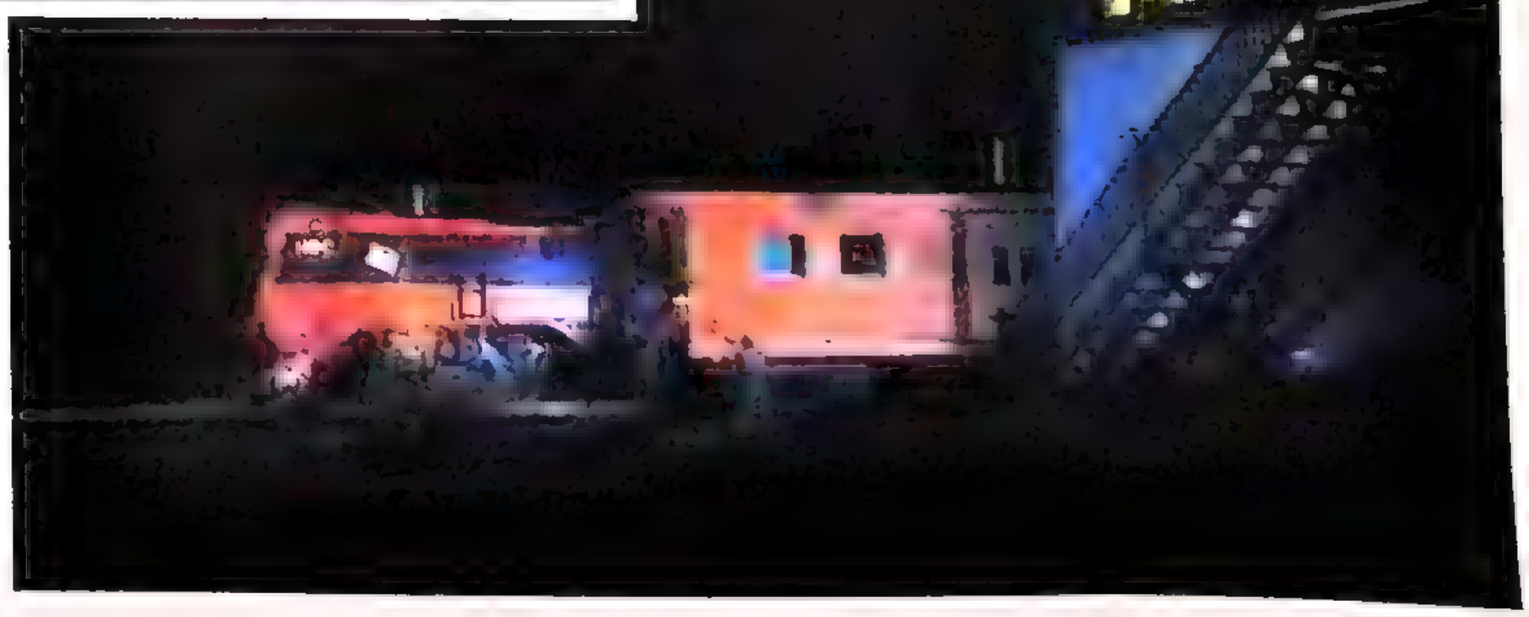
KODACHROME BRUCE C NELSON

train featuring four different paint schemes on the "L" cars (see MARKERS). Later that evening, while most folks were still on the Challenger trip, 200 people rode a CTA charter, with 125 detraining at Comiskey Park for a White Sox game (the Sox beat the Brewers 7–2) and the rest continuing on for a moonlight traction cruise around Chicago.

Also offered were two cruises on water, with 107 riding a formal dinner

KODACHROME ALAN BELLIS

BELOW AND LEFT / KODACHROMES. MITCH DAKELMAN



ILLINOIS RAILWAY MUSEUM was the site for activities on Wednesday, July 21, beginning with a regular Metra train to Elgin that was powered by ex-C&NW F7s for the occasion, shown (**top**) ducking under the C&NW departing Union Station. In addition to daytime traction, steam and diesel action, a night photo session was conducted by members of the North Western Illinois NRHS Chapter which included North Shore equipment; FM, EMD, Baldwin and Alco diesels, and a Milwaukee Road F7A and caboose (**right**) in a simulated action scene.

KODACHROME: STEVE BARRY

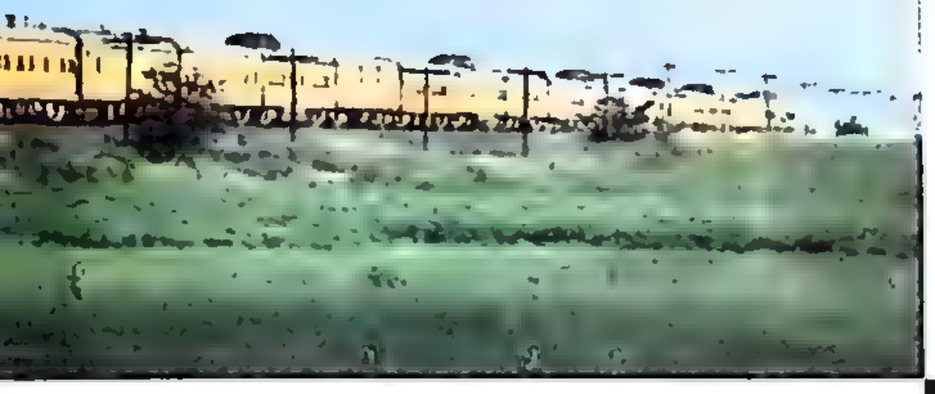
EKTACHROME: LOU GERARD

KODACHROME: ALEX MAYES

THE CTA *CENTENNIAL SPECIAL* covered a wide variety of lines during a full day of travel on Thursday (see MARKERS) and is shown here with the 6101 leading on the Paulina Connector. The convention's other big traction attraction was the Sunday trip over the SouthShore, which posed for a photo stop in the street trackage in Michigan City (**above**). Steam locomotives native to the Chicago area teamed up for the Saturday Norfolk Southern doubleheader with NKP 2-8-2 587 and 2-8-4 765 on the old Nickel Plate main line to Argos, Ind., where two photo runbys (**below**) were held in the rain. The showers relented for the chicken barbecue an hour later.

KODACHROME: MIKE RAIA

KODACHROME: ALAN BELLIS



BIG STEAM is always the highlight of an NRHS convention, and the Union Pacific brought in the biggest with 4-6-6-4 3985, which performed its "Golden Challenger" runby north of Findlay (**left**) on the former C&EI on Thursday and posed for a night session at Yard Center in Dolton (**below**) on Friday. Following the UP session, the photographers moved to Calumet Yard (**above**) for shots of the NKP locomotives.

cruise on the *Odyssey* on Tuesday night and 200 riding a more informal outing on Chicago's *First Lady* on Wednesday.

All in all, the 1993 Chicago convention ran pretty smoothly, with the attendees usually unaware of the mad scrambling of Chicago Chapter officials caused by the weather and other unpredictable circumstances. Their goal of good trips and reasonable prices had been achieved, and everybody seemed to go away happy.

Next year the NRHS heads for Atlanta, site of the 1996 Summer Olympics. I guess Atlanta figures if it can handle 1500 railfans, it can handle anything!

KODACHROME: STEVE BARRY

KODACHROME: STEVE BARRY

KODACOLOR GOLD 100: GLENN MONHART

MIDWESTERN FLOODS caused the convention problems when flash flooding in Wisconsin trapped C&NW 4-6-0 1385 at North Freedom, causing cancellation of the trip to see Glen Monhart's diesels at Janesville. Union Pacific's steam boss Steve Lee summed up his road's bigger problems (**left**) with a life preserver and snorkel.

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Markers

BY JIM BOYD

FUJI VELVIA DOUG BAILEY

NO, THAT'S NOT A BOILER EXPLOSION. On July 30, 1993, Milwaukee Road S3 4-8-4 261 was undergoing its first steam-up, and the throttle was opened for a test with the two valve spools missing.

Milwaukee Road 261 steams!

Doug Bailey reports that the restoration of Milwaukee Road 4-8-4 261 by North Star Rail is rapidly coming to fruition at the GE Service Center in Minneapolis. The S3, on lease from the Green Bay museum, felt its first modern fire during July 29-30, 1993. As the coal-burning 261 was slowly worked up to its operating pressure of 250 p.s.i., the throttle was opened as a test under pressure. The slide valves weren't yet installed, and the steam freely passing from the boiler and out both open ends of the steam chests produced the magnificent display shown here.

And speaking of the throttle: It has been plated in gold. Not brass, gold. And not just the grip, but the whole cradle assembly.

On August 21 the engine was taken out and displayed cold at the Soo Line Family Days picnic at Shoreham Shops and then returned to the restoration site. The 261 is in the final stages of its overhaul, and it appears that it will be able to easily make its September 18-19 debut, a round trip each day over the Wisconsin Central between North Fond du Lac and Stevens Point. A 20-car passenger train has already been lined up for the occasion.

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After the locomotive makes its initial runs, there are numerous options being considered for future trips. We'll keep you posted.

CTA *Centennial Special*

It's sometimes easy to overlook as the big steam locomotives gather every year for the annual convention that the National Railway Historical Society has its roots in the Philadelphia traction community — and while steam often steals the show, nearly every convention has a substantial traction component. Chicago '93 was no exception. Bruce Nelson sent us an interesting report on what was probably the convention's most historically significant traction event: The CTA *Centennial Special*.

"One great way to witness the industrial and residential history of the Windy City is from the windows of a Chicago Transit Authority train. As part of its 1993 convention, the Chicago Chapter chartered a special consist to tour the old and the new among CTA's heavy rail rapid transit lines. Although time would not permit an excursion covering all of the CTA's lines, the itinerary for the day's trip encompassed a sampling of the various types of milage CTA operates. The train toured century-old elevated lines, private ground level rights-of-way, expressway median strip running (pioneered by CTA) and subway operation below the city's streets.

"The excursion began on CTA's Loop Elevated, constructed in the early 20th Century by CTA predecessor companies. (The Loop was not named for its circumferential alignment around the central business district. Rather, the elevated structure was named after the downtown area, which had derived the title from the early cable car loops that were used prior to their replacement with streetcars.) Riders were picked up by the eight-car 2000-series Pullman train adjacent to the Palmer House convention headquarters at the Adams/Wabash elevated station (this was the only convention trip that did not require the use of buses to transport passengers to the train boarding location). Passing through Towers 12 and 18, the excursion traversed the Ravenswood line as far as Clark Junction, where it continued north for Howard Street, CTA's busiest terminal in terms of the number of train movements (95th Street handles more passengers).

"Upon arrival at Howard Street, passengers were allowed to either detrain for photos or remain aboard for a trip around the new yard while the train was turned. Leaving Howard Street, the special headed back south for the Loop. A runby was made at Sheridan Road, with the train snaking through the station in the middle of a four-track S-curve.

"Circling the Loop again, they headed due west on the Lake Street line, crossing over both Union Station and North Western Station throats en route to the lunch stop in suburban Cicero. At Paulina Junction (page 74), the crew routed the train through the manually operated crossovers to CTA's west side connector track, a non-revenue segment used to link the O'Hare-Congress-Douglas Blue Line with the rest of the system. Another photo stop was made at Polk Street station, in the shadows of the west side medical complexes. After spending the entire trip thus far above ground, the excursion train dipped to street level at Kildare Avenue, where private right-of-way running to the 54th Avenue terminal in Cicero begins.

"After receiving their sustenance, passengers were boarded on a different set of equipment: an eight-car train made up of 6000-series and 5-50 series PCC-type cars. Another trip over the West Side Connector and east over the Lake Street line brought the excursion to the South Main Line, CTA's oldest section of track and the first elevated rapid transit line in the Windy City. After leaving the tight confines of the central business district, the train traversed the original alley elevated between Harrison and 17th Street. A series of crossovers separates the South Main from the Midway line at 17th Street. Trains bound for the South Side cross to the middle tracks, and Midway trains will cross to the outer tracks at this

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point when service to its namesake airport begins later this year.

"South of 17th Street, the train operated over Chicago's original rapid transit elevated line, constructed in 1892. Progress was slowed somewhat by maintenance workers replacing ties, rail and structural components. At 59th Street Junction, the NRHS special diverged to the Englewood route, bound for 63rd Street and Ashland Avenue. Passengers were unloaded at Racine Avenue station, one stop shy of Ashland Terminal, for a photo runby.

"Arrival at Ashland Terminal brought a rearranging of the consist due to a defect in one of the double-ended cars that resulted in its being dropped from the consist. Departure from Ashland was tardy because of the yard moves required to set out the defective car, and the passengers were rewarded for their patience and understanding with an unscheduled photo runby.

"Following the evening rush, the 2000-series train was brought back out for a trip to 95th Street and a night photo session. Those convention attendees who had opted for the baseball game Thursday night were transported directly to Comiskey Park via the chartered train, which traversed the South Main, Grand Crossing and Dan Ryan connector lines to the Sox/35th station. After alighting the baseball fans at 35th Street, the special proceeded to 95th Street Terminal with photo stops along the way.

"Leaving 95th Street northbound, the venerable Pullmans motored through the new Dan Ryan subway connector and into the State Street Subway. Several more photo stops were made on the four track North Main between Armitage and Clark Junction, where the train was turned back south. The next stop was scheduled for Pulaski/Lake, where the train would be spotted for time exposures in the center track under existing light. After the group had photographed both sides of the scene, and several road trains posed next to the excursion, the charter train was operated west to Forest Park Terminal where passengers were alighted and the consist laid up in Harlem Yard.

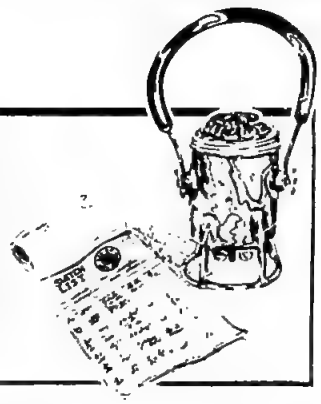
"The equipment used represented a good cross-section of CTA's older passenger cars. The 2000-series was built by Pullman-Standard in Chicago in 1964. Of an original fleet of 180 cars, there are presently less than half in service, and they are being phased out with the introduction of the 3200-series cars, built by Morrison-Knudsen. By years' end, CTA hopes to have all of the Pullmans removed from revenue service. The Pullman consist included cars 2007-2008, 2035-2036, 2067-2068 and 2183-2184. The 2007-2008 were chosen in early 1992 to wear a commemorative color scheme of Pullman green and Terra Cotta red with gold leaf lettering (R&R, June 1992) to help celebrate rapid transit's centennial in Chicago, which occurred on June 6, 1992. Temporarily renumbered 1892-1992, the duo wears a scheme similar to that which was applied to the original wooden cars of the South Side Rapid Transit. Since reassignment to the Lake-Englewood-Jackson Park Green Line, the cars have undergone interior modifications including seat reversal and table installation. The 2007-2008 are currently used by Green Line management for entertaining customers and conducting field meetings.

"The PCC-type train was made up of cars 6101-6102, 50, 38, 22, 12 and S459-S460. The 6101-6102, reserved for charters and occasionally used as substitute service motors, wear the Mercury green, Croydon cream and Swamp Holly orange scheme similar to that in which they were delivered. The single-ended PCC cars, built in 1959, are painted in the modern silver and grey garb. The S459 and S460, recently transferred from the revenue fleet (where they wore numbers 6141-6142) to the service fleet, were pressed into charter service in place of several other single cars that had been bad-ordered just prior to the trip. The S459 and S460 are

BRUCE C. NELSON

THE CTA EXCURSION Thursday evening made a night photo stop at the Pulaski/Lake "L" station.

Switch List



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NRHS FALL TRIPS - N&W 4-8-4 J #611, Atlanta to Toccoa. Saturday, November 6 and Sunday, November 7. Departing 10:00 A.M., arriving 6:00 P.M. Adults $75.00, senior citizens 55 plus and children under 12 $65.00, 1st class $149.00, 1st class suite $600.00. 800-736-1431 or 404-736-1431. NRHS, PO BOX 1267, Duluth, GA 30136-1267. 1193

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painted in CTA's Alpine white and Mint green scheme.

"Green Line General Manager Ron Tuck's crew of Cory Fowler, Mike Sheehan, Mike Kelley and Pete Lozada did yeomen's work in running the extensive charter. The operation went well considering the level of normal weekday traffic through which the charter had to maneuver. Passengers were individually supplied with a Service Bulletin outlining the day's operation and literature describing the CTA's fleet evolution and car assignments to date. Aside from several construction-related delays, the trip ran on time, and passengers were satisfied with their tour of Chicago, the varied photo opportunities and the different styles of equipment — BRUCE C. NELSON."

One strange night

I realize that it's incredibly trite to play "who'da believed it?" with today's steam locomotives, but when putting together the color photos for page 82 I was particularly struck by that phenomenon. On Saturday, August 14, 1993, I had driven all day from Lexington, Kentucky, to Flint, Michigan, to arrive at the Huckleberry Railroad's Railfan Weekend at dusk, catching their Rio Grande K27 narrow gauge 2-8-2 already on the road with the last of the day's photo consists — an East Broad Top hopper was coupled behind the Mudhen's tender. After checking out the potential locations, we decided to do the night photo session using the Crossroads Village street setting but shooting in the opposite direction from the shot we'd done last year (November '92 R&R). So there I was about 11:00 p.m. on a muggy summer night photographing a genuine Rio Grande K27 in the middle of Michigan.

We wrapped up about 12:30 Sunday morning, and I took off to head about 40 miles south to Plymouth, Michigan, where the "Chesapeake & Ohio 2765" was spending the night after handling a fantrip over CSX to Grand Rapids on Saturday. About 2:00 a.m. I again found myself deploying tripod and flashbulbs in the steamy, hot night air.

Within less than three hours in 1993 I had taken night photos of a live Rio Grande K27 and a C&O Kanawha — you couldn't have done that in 1953!

And just a few days earlier I had photographed a remarkable likeness of a West-

next in month RAILFAN & RAILROAD

• BALDWIN BONANZA: While attending Winterail '93 last March, Scott Snell made a tour of three of California's havens for Baldwin diesels and caught action on the Amador Central and Sierra Railroad and got a final look at the departing Baldwins of the Trona.

DECEMBER 1993 ISSUE ON SALE NOVEMBER 1

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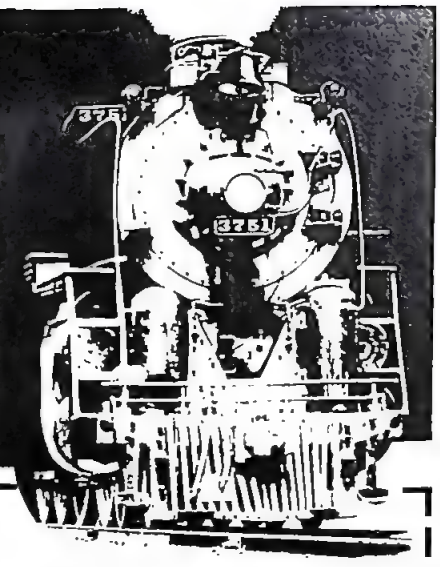

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ern Maryland 2-8-0. Page 82 tells the whole story.

So what about these "fake" locomotives or "genuine articles" taken out of geographic context? How do you justify them?

Nobody seriously decries model railroaders when they take liberties with time and space in HO scale or create a C&O 2-8-4 out of bits of brass and plastic and power it with electricity and maybe add a synthesized sound system. Page 82 represents the ultimate expression of model railroading: Doing it twelve inches to the foot. The Western Maryland 734 is a locomotive kitbash operated on a "layout" made from the authentic Western Maryland main line. Would not any modeler have been proud to have created that scene at Helmstetter's Curve in his basement? Or that K27 in the street scene on a classic four-mile-long "layout" with a reversing loop at each end? And what electronic sound system could compare to the awesome exhaust of the 2765 kicking it up on the real C&O main line at Pemberville south of Walbridge at 65 m.p.h.? The experiences were far more real than any modeling I've ever done or observed — and I've done a lot.

I found myself really getting "psyched" about that 2765. As it was approaching Pemberville, with smoke rolling across the cornfields and the rapid exhaust becoming clearly audible, I was immediately impressed by the speed and the intense sound. "Wow," I thought, "those C&O Kanawhas sound an awful lot like ... a Nickel Plate Berk, you idiot!"

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KCS F7A 73D and a bay window caboose have been cosmetically restored in their original KCS livery and placed on display at the former KCS depot in Decatur, Ark., as photographed on July 23. See page 48.

Railnews

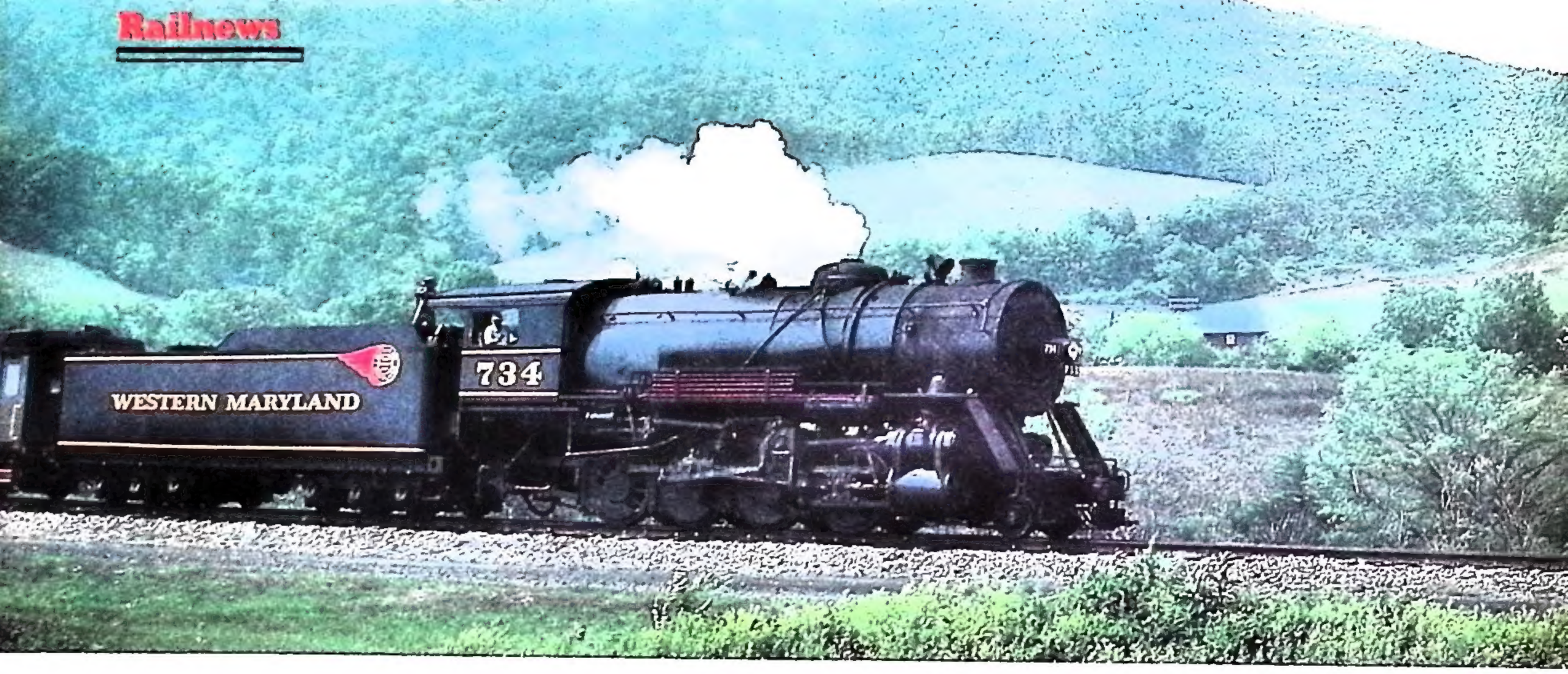
A-B-A "CNJ F3s" now await service out of Jim Thorpe, Pa. On August 4, ex-BAR F3 44 was fired up for the first time in 18 months (**left**). It will be numbered CNJ 57 and join the 56 and matching "D"-unit. See page 48.

THE *GREAT LAKES EXPLORER* rare mileage special, with a Wisconsin Central GP30 on the point, cleared for a northbound DM&IR limestone train while touring over the Missabe on July 5 (**right**). See page 48.

THE GREAT CIRCUS TRAIN out of Baraboo, Wisconsin, went "multi-national" this year as CP Rail System GP38-2s led the move over CP's ex-Milwaukee Road line at Morrisonville (**below**). See page 48.

KODACHROME WILLIAM CRAWFORD

BRUCE C. NELSON

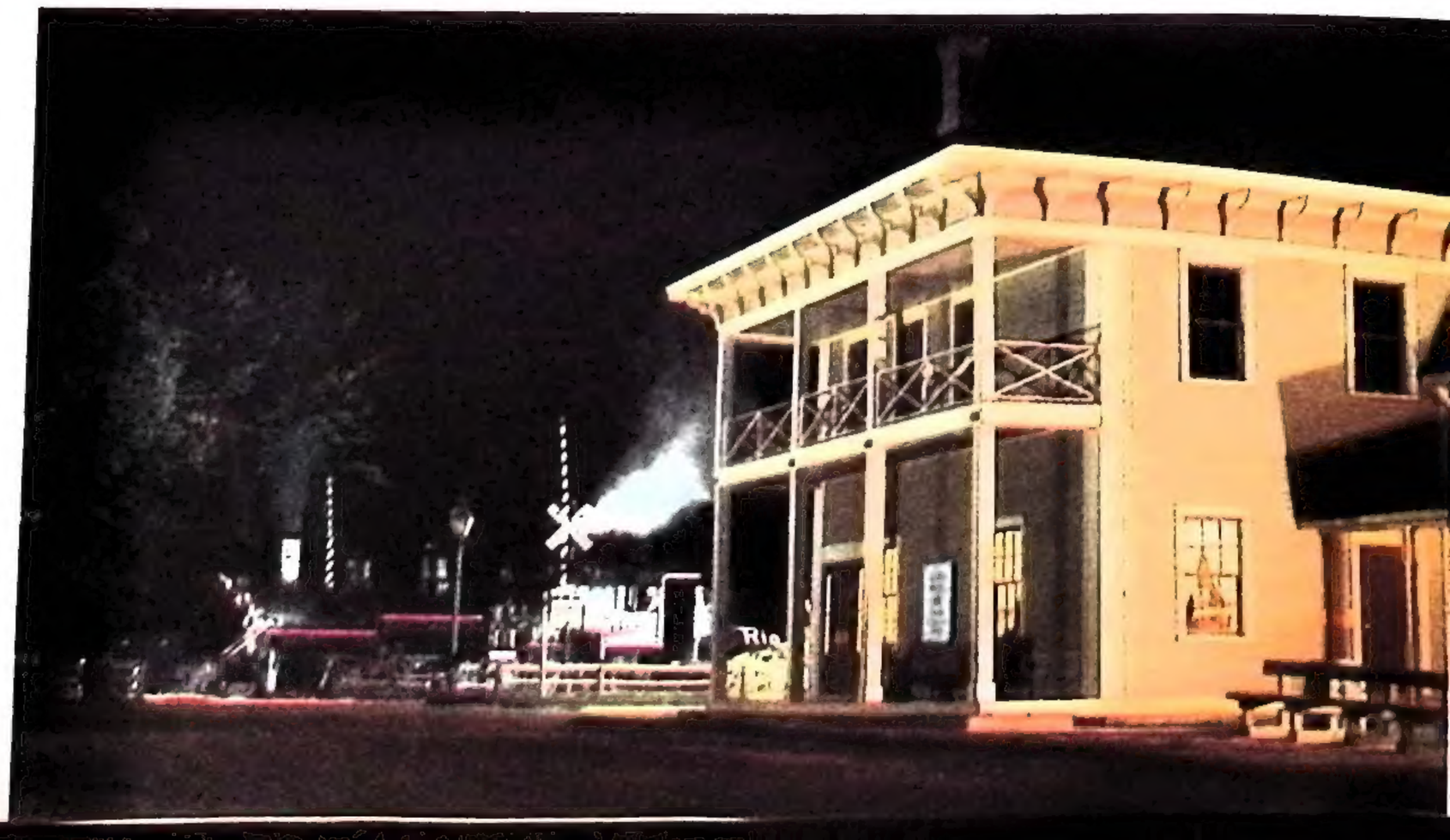


THREE KODACHROMES JIM BOYD

"CHESAPEAKE & OHIO 2765" was steaming the night away at Plymouth, Michigan, on August 15, 1993. The cosmetically altered NKP 2-8-4 765 is operating trips this fall on CSX. See page 48.

"WESTERN MARYLAND 734" has entered service on the Western Maryland Scenic Railroad. On August 11, 1993, the big ex-LS&I 2-8-0 was eastbound rounding Helmstetter's Curve (**top**). See page 48.

THE HUCKLEBERRY RAILROAD in Flint, Michigan, held its annual Railfan Weekend on August 14-15, 1993, featuring D&RGW K27 2-8-2 464, which was posed for a Saturday night photo session. See page 48.



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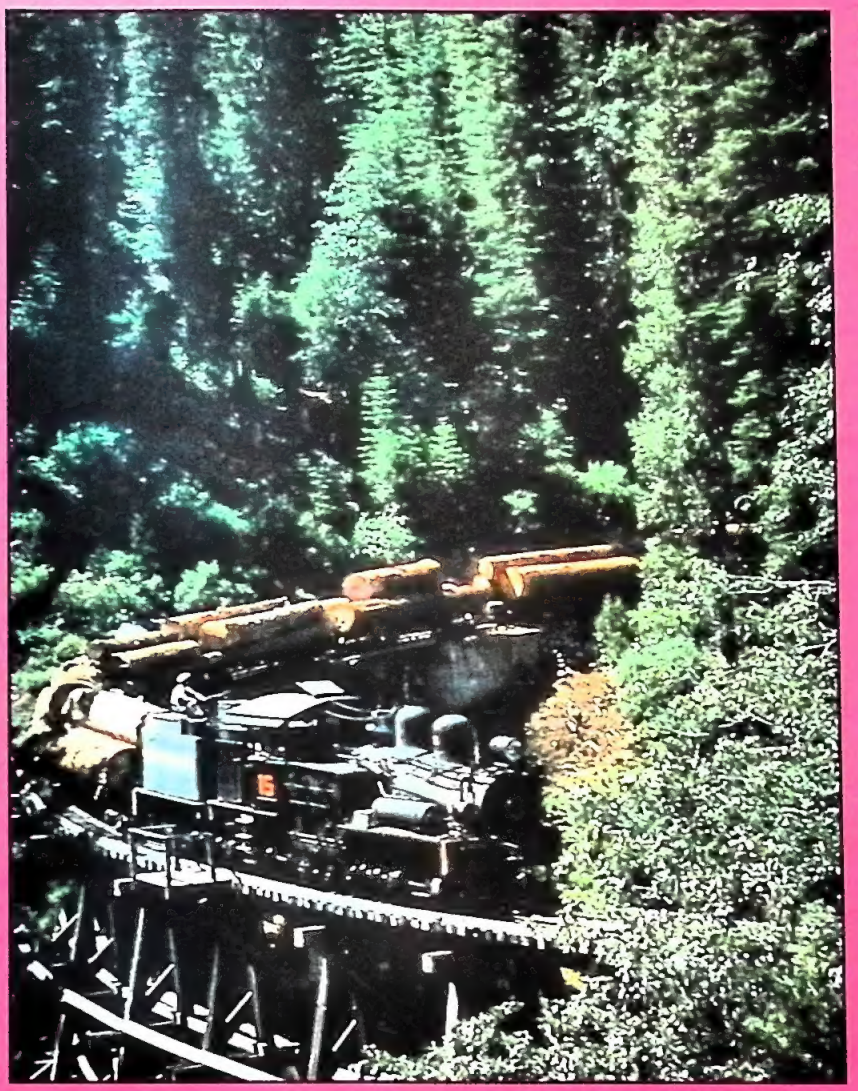

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A Climax on The Hillcrest.

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Mallets of Southwest Logging Industries and Rayonier.

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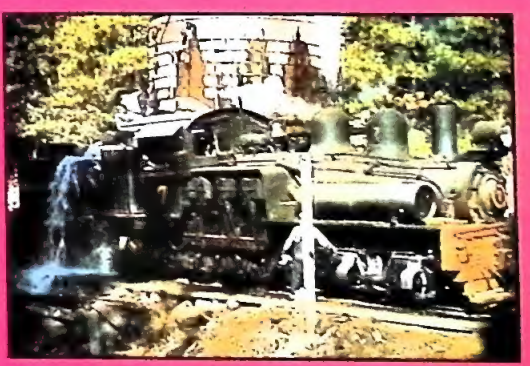

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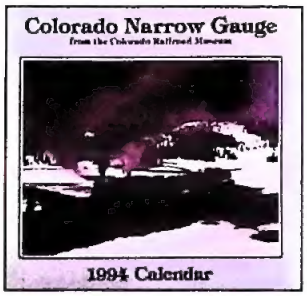

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